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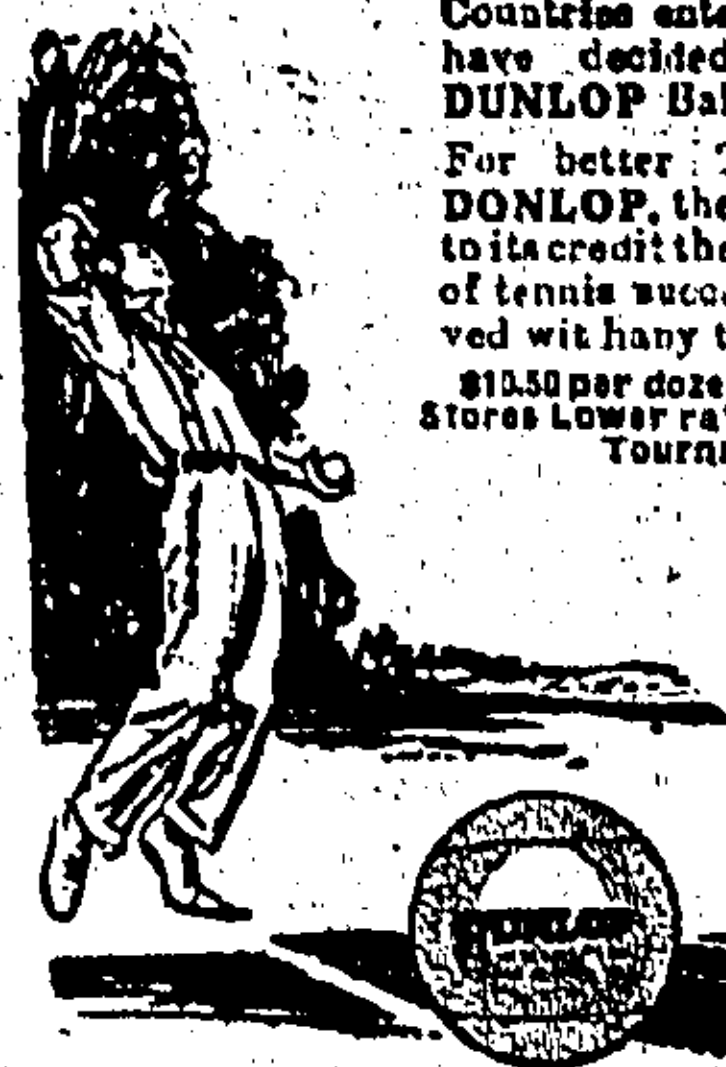
Lighting Up Time—7.10 p.m.

High Water—5.04 p.m.

Low Water—11.36 p.m.

PROOF!!

In the Davis Cup, out of 32
Countries entered a date, 16
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JONES WINS THE GOLF OPEN.

HOME TOWN WILDLY ENTHUSIASTIC.

COMPSTON COLLAPSES AFTER EARLY BRILLIANCE.

AMERICAN TRIUMPH.

London, June 20.

Bobby Jones to-day won an exalted niche in the temple of golfing by becoming the simultaneous holder of the British amateur and open and the American open titles. This was his third consecutive success in four attempts. His three aggregates, 285 at St. Andrew's in 1927, 294 in 1926 and to-day's score of 291 constitute the three lowest ever returned except Braid's 291 in 1908.

Hagen did 291 in 1928 and 1929, but to-day Jones' score was the lowest ever made at Hoylake.

After inspiring unprecedented enthusiasm in the morning, Compston dissipated his chances in the afternoon. He snatched the lead from Bobby Jones amid scenes of the wildest excitement and returned a record breaking 68, making his total 215. British hopes rose considerably after this.

Despite his six at the long fifth, Compston went out in 34. He then had three successive threes and a two, but a terrible mistake at the sixteenth robbed him of a phenomenal round. He was not



Bobby Jones

on the green in two. He was half a yard from the pin in four, missed the putt and went down in six. His card was:—

Out, 4, 3, 4, 2, 6, 3, 4, 4, 4.

In, 3, 3, 3, 2, 5, 4, 6, 4, 4.

"Terrible Sixteenth."

Efforts were made to chair Compston after his brilliant play but he did not permit this and walked to the club house half dazed, repeating "That terrible sixteenth." Jones went round in 74 making his total 218, three strokes worse than Compston.

In the afternoon, however, Compston's chance vanished when he started off with three fives. He took a six at the fifth. This after Robson's putting weakness and Cotton's tragic beginning in the morning with a seven and two fives, left the field clear for the American trio.

Jones had a gallery of 4,000 in the morning which was full of amazing recoveries. After slicing his drive fifty yards at the third he put a masterly second, three feet from the pin for a three. He took three putts on each of the next two greens and then met with disaster at the eighth where he was seven.

He pulled his second shot, played a weak third and was four on the green. Despite these reverses, however, Jones went out in 37. After this he reeled off fours and a three, his only mistakes being when he took fives at the fourteenth and the fifteenth.

Jones Excited.

In the afternoon Jones was shaken with excitement. He did the first in four, the second in three, the third in five and the fourth in four, the latter owing to three putts on the green. He hung on grimly, however, but cracked up at the eighth where he was seven. He went out in 38, but rallied coming home and finished with a 75 for the 18 holes, beating Horton's Smith's then highest of 296.

(Continued on Page 7.)

VATICAN & MALTA CRISIS.

BLAMES LORD STRICKLAND FOR TROUBLE.

WANTS FRIENDSHIP.

Vatican City, June 20.

A White Book issued regarding the Malta dispute attributes, to Lord Strickland an Erastian mentality, reflecting the doctrine that the State has supreme authority in ecclesiastical matters, and states that he was constantly seeking to destroy the Church's privileged position as sanctioned by the Maltese Constitution. He is, says the White Book, the chief cause of all the religious difficulties.

The White Book declares that the report of Mgr. Robinson, the Apostolic Delegate who was sent to Malta to enquire into the matter was entirely unfavourable to Lord Strickland, and thereafter the victim declared Lord Strickland as persona non grata.

It is revealed that the "Eye Witness" account, published by the Vatican and described by Maltese Ministers as infamous and false, was provided by Mgr. Robinson himself.

The White Book emphasises that only some parish priests announced that it would be a mortal sin to vote Constitutional and they were recalled by the Bishop.

The Vatican is unable to accept an electoral truce, as this denies the clergy their constitutional rights.

The White Book stresses that the Holy See desires to maintain cordial relations with Britain, and hopes that Britain will adopt measures to prevent the "harmful" activities of Lord Strickland. It declares that the Vatican will omit nothing to restore normality in Malta.—Reuter.

GERMAN FINANCE PROBLEM.

BACHELOR AND SPINSTER TAX UNPOPULAR.

Berlin, June 20.

Dr. Hopkneraschoff (Democrat), Finance Minister in the Prussian Cabinet, will succeed Herr Moldenhauer as Finance Minister of Germany, on the condition that he is assured a free hand in cutting down expenditure.

The proposals of Herr Moldenhauer, who resigned yesterday, to cover the Budget deficit included taxes on bachelors and spinsters, increases in the unemployment insurance tax and an Income Tax on salaries, but these evoked a storm of protest even from the Government parties.—Reuter.

NEW EGYPTIAN CABINET.

OF NEUTRAL POLITICAL COLOUR.

Cairo, June 20.

Ismail Sidky Pasha has formed a Cabinet of neutral political colour.

The Foreign Minister, Hafeza Zizi Pasha, is a Liberal Constitutionalist. He has accepted office on personal and not Party grounds. The Warid, whom the ex-Premier, Nuhhas Pasha, addressed last evening, decided to fight any Cabinet which does not begin by obtaining a majority vote in the Chamber.—Reuter.

SHARKEY-SCHMELING.

RETURN BOUT FIXED FOR SEPTEMBER.

New York, June 20.

Sharkey and Schmeling have fixed up a return title bout for September. Only certain details remain to be settled.—Reuter's American Service.

YALE BEAT HARVARD.

UNIVERSITY BOAT RACE IN AMERICA.

New London (Conn.),

June 20.

Yale University beat Harvard by five lengths in the annual boat race.—Reuter's American Service.

LATEST PIRACY OUTRAGE.

CHINESE STEAMER RANSACKED.

TWO GUARDS SHOT DEAD AND PASSENGERS KIDNAPPED.

ON CANTON RUN.

Canton, June 20.

News of a dastardly pirate outrage perpetrated a few days ago on a vessel plying between Canton and Sze Wui has just reached here. The entire cargo of the vessel was seized by the pirates, besides which two of the vessel's guards were shot dead and forty passengers kidnapped.

News of this outrage reached here just at a time when the Provincial Government of Kwangtung is particularly incensed against the large number of pirates and bandits roaming the Province and is taking very forceful measures to suppress them.

Committed at Night.

It appears that this latest outrage was committed on the night of the 16th instant when the Chinese steamer San Li Woo was on its regular run from Canton to Sze Wui. It was at the time about 45 miles from Canton.

Careful plans had been laid for the piracy. Nine pirates were actually on board the ill-fated ship, three disguised as military officers and the other six as their bodyguard.

Control Seized.

Shortly before the vessel arrived at Lan Shek, the pirates made their presence known and in a few seconds they overpowered the master, the engineer and the guards. At the spot they were passing at that moment there were other pirates waiting for the vessel, and these immediately came off in sampans and junks.

Three extra guards who were at the time asleep, awakened by the noise, immediately opened fire on the pirate sampans and junks, but two of these guards were shot dead on the spot at point blank range by the pirates on board. These latter, disguised as military officers and soldiers, were not recognised as the pirates by the guards, the third one of whom was very seriously wounded.

The pirates cleared the vessel of cargo and passengers in a remarkably short space of time.

Threats Recalled.

The ship's comradore reports that for two weeks previous to the piracy he had received at the shipping office threatening letters from a band of pirates demanding a payment of \$2,000 or threatening him and the office staff with grave consequences in the case of a refusal to pay the sum demanded.

Bomb Incident.

The comradore took no notice of these threatening letters, but a few days before the vessel was pirated he received at the office of the company a box supposed to contain fruit, which, on being opened, was found to contain a bomb which immediately exploded and severely injured a clerk.

It was on account of this bomb outrage that the San Li Woo was carrying three extra guards at the time of the piracy.

The comradore does not doubt that both the bomb outrage and the piracy were perpetrated by the band of pirates who had been sending him threatening letters for the past two weeks.—Our Own Correspondent.

SECRET FLIGHT TO AUSTRALIA.

MECHANIC AND A WEALTHY YOUNG MAN.

London, June 20.

It transpires that an aeroplane, flown by Jimmy Matthews, a former mechanic to Bert Hinkler, accompanied by a wealthy young man named Hook, left Lympne very secretly yesterday morning in an attempt at a record flight to Australia. Since they left Lympne nothing has been heard of the fliers.—Reuter.

CUSTOMS CRISIS REACTION.

FOREIGN CONSULS FORCED TO TAKE ACTION.

SHIPPING DELAYED.

Tientsin, June 20.

Though the closing of the Customs House has caused considerable agitation in commercial circles, there has not been any disorder of any description and the vicinity of the Customs is virtually deserted.

The closing of the Native Customs has caused, serious embarrassment on the railway which refuses to load or unload cargo for the present. This is likely to cause considerable inconvenience to residents who are going on holiday unless some temporary procedure is adopted for the passing of baggage.

It is rumoured that an attempt will be made by Mr. Lennox Simpson to re-open the Customs tomorrow, but this seems impracticable as the entire staff appear to intend obeying the Inspector-General's orders.—Reuter.

Tientsin, June 20.

It is understood that in order to meet the Customs situation the British and Japanese Consuls will issue emergency clearances for vessels under their respective flags and also emergency permits for the export and import of cargo against acceptable guarantees for payment of the usual duties.

It is stated that the French and American Consuls will likewise issue emergency clearances, but it is doubtful whether they will concern themselves with guarantees for duty payments.—Reuter.

Tientsin, June 20.

The consular authorities at Tientsin held a special conference this morning in connexion with the deadlock at the Chinese Maritime Customs following a disagreement between the representative of the National and Shansi Government.

It is understood that cargoes intended for foreign countries are being delayed at Tientsin, the suspension of the Customs service having prevented clearances. The Consular meeting suggested that appointees of the Consular Body should act as controllers of the Tientsin Customs for the time being, pending the settlement of the quarrel.

The Consular officials state that they have not the slightest intention of interfering with Chinese civil affairs, but action is made necessary by the fact that they have received many complaints from merchants in Tientsin whose trade is hard hit on account of the delay in the clearance of cargoes.

The officials at the meeting said that foreign steamers conveying large consignments of cargo from abroad cannot be made to suffer delays at Tientsin on account of a disagreement between the rival Chinese Governments.

Concerning the consular meeting, Mr. Chu Ao-shiang, Marshal Yen Hsi-shan's representative for Foreign Affairs, states that he has telegraphed to Marshal Yen at Taiyuanfu asking for instructions in the matter.

TOURIST TROPHY RECORD.

FASTEST TIME YET TO BE RECORDED.

London, June 20.

The Senior Motorcycle Tourist Trophy Race, over seven laps aggregating 256 miles in the Isle of Man, was won by W. Handley, riding a 4.39 Rudge-Whitworth, in 3 hours, 33 minutes, 30 seconds. This was 6 minutes, 28 seconds faster than last year's time.

Handley's speed averaged 74.24 miles per hour. Handley completed his fourth lap, or 161 miles, in nine seconds under two hours. This was the greatest performance ever achieved in the Tourist Trophy race.—British Wireless.

BYRD HONOURED.

RECEIVED BY PRESIDENT HOOVER

Washington, June 20.

President Hoover to-day received the members of the Byrd expedition on the lawn of the White House. He congratulated Commander Byrd on his achievements and at night presented him with the gold medal of the National Geographical Society.—Reuter's American Service.

SURREY FORCE A DRAW.

A FINE CENTURY BY JACK HOBBS.

BATSMEN FAIL GENERALLY IN COUNTY GAMES.

GLOUCESTER'S WIN.

London, June 20.

Low scoring characterised the County cricket matches which ended to-day, the majority of the teams being dismissed for poor totals. Good bowling performances predominated, but three centuries were made. Surrey forced a draw with the Australians, Jack Hobbs carrying his bat for 146. Wensley made 120 for Sussex against Derbyshire and Dacre of Gloucestershire missed his century by five runs.

Results in Brief.

Surrey drew with the Australians at the Oval.

Gloucester won by 50 runs against Middlesex at Lord's. Somerset won on the first innings, against Notts. at Taunton. Yorkshire won by nine wickets against Northants at Northampton.

Worcester won by 43 runs against Leicestershire at Leicester.

Sussex won by an innings and 43 runs against Derbyshire at Horsham.



Jack Hobbs,

who made 146 not out against the Australians in their match against Surrey.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting.

Hobbs (Surrey)	146*
Woodfull (Australia)	141
Wensley (Sussex)	120
Dacre (Gloucester)	95
White (Somerset)	91
F. Lee (Somerset)	79
A. Beckett (Australia)	67*
Shepherd (Surrey)	65*
Not out	

Bowling.

Boyes (Yorkshire)	5 for 20
and	5 for 56
Brooke (Worcester)	5 for 40
and	7 for 50
Parker (Gloucester)	5 for 86
and	4 for 40
Russell (Middlesex)	7 for 43
A. Staples (Notts)	5 for 78
Coleman (Leicester)	4 for 17
Astell (Leicester)	5 for 64
Bowley (Sussex)	5 for 63
Shepherd (Surrey)	4 for 65

Surrey v Australians.

Surrey forced a draw with the Australians, a fine stand being made by Jack Hobbs and Shepherd in Surrey's second innings. In their first innings Surrey had been dismissed for 162. The Australians declared to-day at 288 for five wickets in the hope of forcing an innings win, Woodfull having contributed 141 to the score and A. Beckett 67. The latter kept his wicket intact.

Shepherd, who had been the mainstay of the Surrey side in the first innings, took four of the Australian wickets for 65 runs. Surrey showed much better batting form in their second knock, however, and the match ended in a draw with the score at 249 for only two wickets. Hobbs was 146 not out and Shepherd 65 not out.

Gloucester v Middlesex.

Middlesex made the comparatively poor total of 185 runs in (Continued on Page 7.)

Bulls and Inners

□ □ From the Office Butts. □ □

One redeeming feature about Hongkong is the number of pawnshops.

"Philin Phan!"—You think most talkies are "too noisy." Why not write to Hollywood and suggest they film a chess match?

If, as the Currency Committee says, we cannot divorce ourselves from China, couldn't we at least try the effects of a judicial separation?

"Ignorant!"—In your case, we would advise a re-charging of your mental battery.

The "You Know" Series.—You know he was once a bullion broker because his three-piece ricksha is now idle.

A sporting writer says many golf rules apply equally well to business. Not the relaxed grip, though.

After conducting a series of experiments, a naturalist says fish are easily intoxicated. This may explain the term "canned salmon."

Now that flappers are wearing longer skirts, shouldn't the tram fares be reduced?

A member of the Flying Club assures us that he has mastered the air. Unfortunately, the lady vocalist next door hasn't.

Our Railway made a substantial profit last year. Let's hope this will become the permanent way.

The Eternal Triangle.—The Boss, the Office Boy, and the Dying Grandmother.

"Finns to Fight Communism," says a Telegraph headline. Let's hope they'll finish the job properly.

One Hongkong man is very romantic. He holds hands all night—poker hands.

In the matter of raising storms of protest, Mussolini's speeches seem the very deuce.

There would be fewer of these eternal triangles if everybody was on the square.

Maybe if the weather experts are ever asked to sum up Mussolini's administration they will describe it as follows:—"Torrential reign, accompanied by thunder and hot air."

Dressed poultry is going up in price. Some of these young chicken in long skirts look a bit expensive, too.

"Where can I learn to play the saxophone?" asks a reader. Somewhere else, please.

Almea Semple McPherson, evangelist, has written an opera notified on Thursday. Another called "The Fiery Furnace." It blot on our escutcheon.

It is fashionable now for girls in Hollywood to smoke big cigars. Judging from the diction of some of the talkie actresses it would seem they also go in for chewing tobacco.

A missionary says, Westerners have corrupted India with depression covers. This cigarettes and films. Laying down a sort of smoke screen?

"Mince pie," says a doctor, "is a polysaccharid carbohydrate of high caloric efficiency." Especially if you eat it before going to bed.

After Thursday's display of oratory, it's a pity the Government didn't think of taxing Council begging a cheque-book was found on him. He was not banking on that.

One thing about men wearing shorts these hot days, it gives the ladies a chance to reciprocate the interest which the male sex used first birthday has been postponed, to take in their legs.

These tobacco and petrol taxes are a bit rough on the smoker who uses a petrol lighter.

[With profuse apologies to the shades of William Shakespeare.] Who is Silver? What is she. That brokers all commend her? Metal cheap as dirt is she, I'll soon be hard to spend her.

For she yet may cheaper be. Is she coin that should be rare? For coyness goes with tarenness. Rare she's not, nor does she care. She is all unfairness. And being so, enjoys each scare.

Then to Silver let us sing. That Silver's our undoing. We pay more for each mortal thing. Our very lives we're ruining. To her let us protests bring.

There is no truth in the rumour that the dollar has been manipulated by an unscrupulous hair-dye manufacturer, who is awaiting his opportunity to clean up a fortune with his "Why Turn Grey?" preparation.

Not Fare:—The number of dud coins received by the motor bus companies.

Judging by what we heard over the wireless the other night, some of these popular songs are a howling success.

The modern flapper, says a novelist, is all motion and no emotion. To say nothing of com-mo-tion.

Talking of currency reform, it's always easy to think of something to do when it's too late.

There were fewer marriages in Hongkong last year. In other words, our bachelors refuse to be altar'd.

A Kowloon lady has reported to the police the loss on the Star Ferry or in a ricksha of a purse containing \$50. Her first words on discovering her loss were: "Who steals my purse steals trash."

We sympathise with the Kowloon man whose wife uses his razor-blades with which to pare sweet corn.

No-one has yet thought of describing that fight to Australia as Amy-ability.

Talking of refrigeration, what do B.T.U.'s?

Thursday was one of those "Nights of Gladness" with our Civil Servants.

In the Fashion!—New taxis in Pedder Street, and new taxis everywhere else.

According to a contemporary, one case of small-pox on the island was notified on Thursday. Another blot on our escutcheon.

Hongkong has banned the Mexican dollar. Although creating a new precedent, we hope it won't of the talkie actresses it would seem they also go in for chewing tobacco.

According to the Observatory, a new depression covers China. This must be the result of so much flu.

A Home newspaper says the "Blues" are coming back. In Hong-kong we have them already.

We read that petrol in the East Indies is very cheap. Still it's rather a long way to go for it.

When a man was arrested for didn't think of taxing Council begging a cheque-book was found on him. He was not banking on that.

A dance arranged by a cricket ladies a chance to reciprocate the interest which the male sex used first birthday has been postponed, to take in their legs.

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HOTEL CASE.

WITNESS QUESTIONED ON LATENT HEAT.

During the continuation of Mr. Rasey's cross-examination by Mr. Eldon Potter K.C. in the Supreme Court yesterday, Mr. Rasey agreed that 14 days was an unreasonable time to reduce milk to the contractual temperature of 20 degrees, as given by Mr. W. P. Hacker's calculation. He further agreed that his figure came to ten days, and when Mr. Potter suggested that even within that period the milk would go bad, he said he thought it would.

When the Court resumed after the tiffin adjournment, Mr. Rasey produced authority to show the freezing point of eelgrass and that latent heat did not commence to be extracted from fish until a temperature of 15 degrees was reached. Witness pointed to a passage in Motz, saying that according to Motz, latent heat did not commence to be extracted from fish until a temperature of minus 15 degrees was reached.

His Lordship:—You are pointing out an entry which states that fish freezes at minus 15 degrees F?—Yes.

You take that to imply that latent heat is not extracted until that temperature is reached?—That is correct.

Commenting that he wanted to clear up Mr. Rasey's position, Mr. Potter remarked they would stick to fish for the moment.

Mr. Rasey:—You catch 'em and I'll freeze 'em.

Mr. Potter:—I would rather do the catching.

Witness explained that once the temperature had been reduced sufficiently to extract latent heat, fish could be stored in a temperature up to 18 degrees as there would be no return of latent heat at that temperature.

With regard to poultry, he said their freezing point was between zero and ten degrees but he could not say at what point the latent heat commenced to be extracted as there was divergence of opinion on the point.

Pleasure and Profit.

Mr. Potter:—Have you tried, as a matter of interest, to freeze fish?—Not as a matter of interest but as a matter of money.

That would be even more interesting. Pleasure and profit combined!

Witness explained that if fish were put in a room of 15 degrees, with the latent heat not extracted, the fish would be soft. Dealing with eggs, Mr. Rasey said he calculated he could put 21,600 eggs in the room for that purpose to fill it.

Mr. Potter:—I put it to you that you could store in that room, 3,000 halfpint bottles of milk as against your 2,880, and in addition, 1,500 lbs. of eggs?—I don't agree with that.

Mr. Rasey agreed that on Mr. Hacker's B. T. U. allowance with his (witness's) load, it would take 14 days to bring the milk down to 20 degrees and Mr. Potter asked:—Do you agree that that would be an unreasonable time for the reduction of milk to the contractual temperature?—Yes.

Why?—Undoubtedly the milk would go bad. It would become butter-milk.

Mr. Potter, with a smile:—We must have both been reared in the same country. In my country they call it sour milk.

Witness:—They do in South America.

Mr. Potter:—It's not at all bad milk. I don't know if the hotel guests would appreciate it but it is not bad stuff at all.

Mr. Rasey agreed that his figure was ten days.

Mr. Potter:—But it would become butter milk even before ten days were up wouldn't it?—I think so.

Pre-cooled Milk.

Witness later agreed that it was not unreasonable to put a quantity of milk in the room at 90 degrees and reduce it to 20.

Asked if a certain amount of the milk was taken out of the room,

INCREASE IN BUS FARES.

NEW KOWLOON RATES FROM JULY 1.

With reference to our previous reports of a contemplated increase in bus fares in the Peninsula, it is now learned that the three bus companies in Kowloon have received sanction from the Police to effect an increase as from July 1. The increase will be a slight one compared with the existing rates, the new system being a charge by the mile, each route to be divided into sections. Bus travellers will be required to pay ten cents for the first two sections, and five cents more for any of the subsequent sections; while the fares for the second class will begin with the payment of five cents for the first two sections or part thereof.

Further Increase Likely.

The monthly tickets, formerly \$5 each, will be increased to \$7, while the students' tickets of \$2.50 will be increased to \$3.

A responsible official of one of the bus companies told a representative of the Press yesterday that while these increases will be put into force from the end of this month, there is a possibility of a further increase, provided permission can be secured, on account of the rise in the price of petrol, brought about by the fall in exchange, and the proposed Government tax.

It was added that the present increases in fares are only an effort to standardise the fares of the various routes, and have nothing to do with the rise in the price of petrol or the new tax.

whether other milk at a temperature of 90 degrees could be put in its place, Mr. Rasey said that could not be done unless the new milk was pre-cooled to between 40 and 50 degrees.

Witness suggested that if the room was full a new load of milk could be placed in the spare room or corridor.

"Are you really serious about that?" asked counsel.

"Yes," replied Mr. Rasey.

We have fish and milk there now. What kind of load would you put in the corridor for pre-cooling?—I would put in whatever load I had brought in for storage.

Then if I take some milk out of the cold storage I can't put any other back until I have pre-cooled it. It is obvious then I must have a pre-cooling room?—Yes.

Strange your contract never suggested pre-cooling?—It did not so far as I can recall.

You can only suggest that you make use of the corridor?—Yes, and the spare room.

You are serious about using the corridor?—Yes.

Dealing with fruit, witness said the maximum load of fresh fruit which could be put in the cold storage room was 60 cases. He could see no reason why local fresh fruit should not be put in the room at a temperature of 90 degrees. He was of the opinion that it would take 11.4 days to reduce the temperature of the fruit from 90 degrees to the contractual temperature of 34.

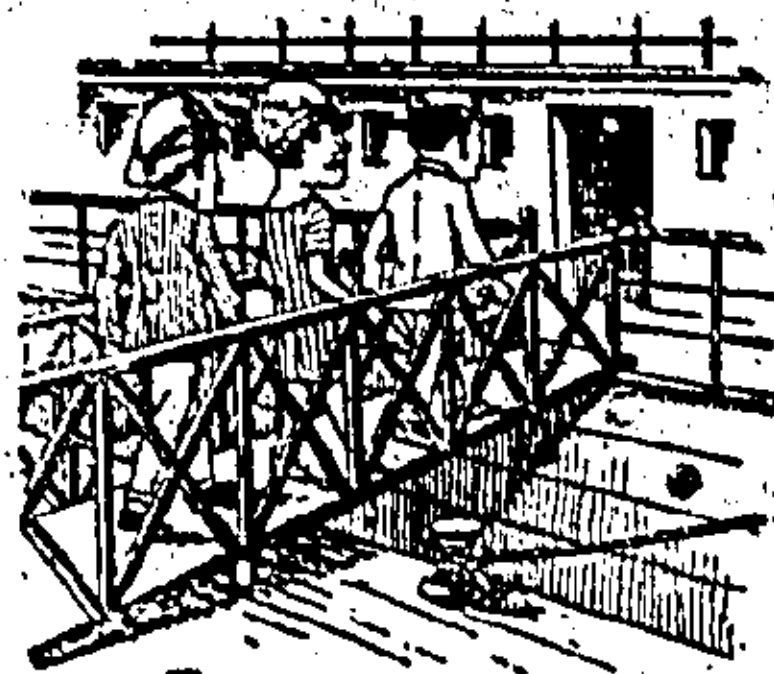
Mr. Potter:—I put it to you that you would be able to reduce the fruit to the contractual temperature in 24 hours?—I don't agree with that.

I put it to you that it is a mere farce to state 13 or 14 days?—No, it is not a farce.

"Now we come to the vegetables, and it will finish this section of the cross-examination," Mr. Potter declared.

"I hope so," was Mr. Rasey's comment. He said that five tons of potatoes, or the weight of any other kind of vegetable, that would occupy the space taken up by five tons of potatoes, was the maximum load the room would carry. It would take 30 days to reduce them from 90 deg. to a contractual temperature, say 34 deg.

The hearing was adjourned until 10.30 a.m. on Monday.



The Holiday Season

is now with us. To enjoy it to the full, and to avert ill effects from strange or badly cooked foods, ship smells, train travel, be sure and carry with you a vial of

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KEEP YOU WELL.

LATE SERVICE NEWS.

CARADOC DUE HERE IN SEPTEMBER.

Among the latest appointments announced by the Admiralty are the following:

Lieut.-Com. H. C. Maclean, to H.M.S. Caradoc.

Lieut. R. E. Courage, to H.M.S. Caradoc.

Engineer-Commander E. S. Blight, to H.M.S. Suffolk (June 15).

Warrant-Engineers F. Richards and C. A. Maxwell, to H.M.S. Suffolk (June 15).

H.M.S. Caradoc for China.

The cruiser Caradoc, which, as already announced, is to relieve the Castor on the China Station, is ordered to be commissioned on July 15 with a Devonport crew for this service. She will leave Devonport on July 22, and is expected to arrive at Hongkong about September 15. The Caradoc has had a varied round of service as she was in the Grand Fleet during the War and has since served in the Mediterranean and on the America and West Indies Station. The Castor will return to Devonport before the Caradoc leaves.

THE LATE MR. GEO. SHAW.

FUNERAL LAST EVENING AT HAPPY VALLEY.

The funeral of the late Mr. George Shaw took place at the Protestant Cemetery yesterday evening, the service being conducted by the Rev. H. V. Koop. Among those present were Capt. T. T. Laurensen (President of the Ex-Active Servicemen's Association), Mr. F. W. James (President British Legion), Rev. L. N. Watkins, Rev. Broughton, Messrs J. Murray, F. P. Anslow, H. Heggum, T. Williamson, and Mr. and Mrs. T. Hynes.

Wreaths were sent by Mr. and Mrs. T. Hynes, President Easma, Upper Levels Police Station, Staff Government Civil Hospital, The Nurses Government Civil Hospital, Members of the Police Ward Government Civil Hospital.

A tragic incident marked the annual cycling race between Bordeaux and Paris. Near Poitiers (200 miles from Paris) a motor-car at a turning stopped right in the middle of the road, and a group of competitors failed to avoid the car. Ten of them tumbled in a heap over one another. Four of them were picked up seriously injured, and had to be taken to hospital in Poitiers.

BANANA TRIFLE



INGREDIENTS.—Bananas, sugar, a little Sherry, apricot jam, 11½ oz. tin Nestlé's Pure Thick Cream, flavouring, a few crystallized apricots.

METHOD.—Cut some bananas into slices and place them in a glass dish. Sprinkle them with a little sugar, and pour over the sherry. Now spread a little Apricot jam over and pile the cream on top (whipped, sweetened and flavoured). Decorate the top with the apricots.

This recipe is only one of a delightful series contained in our dainty booklet "The Cream of Creams." May we send you a copy? Phone Nestlé, C.1373.

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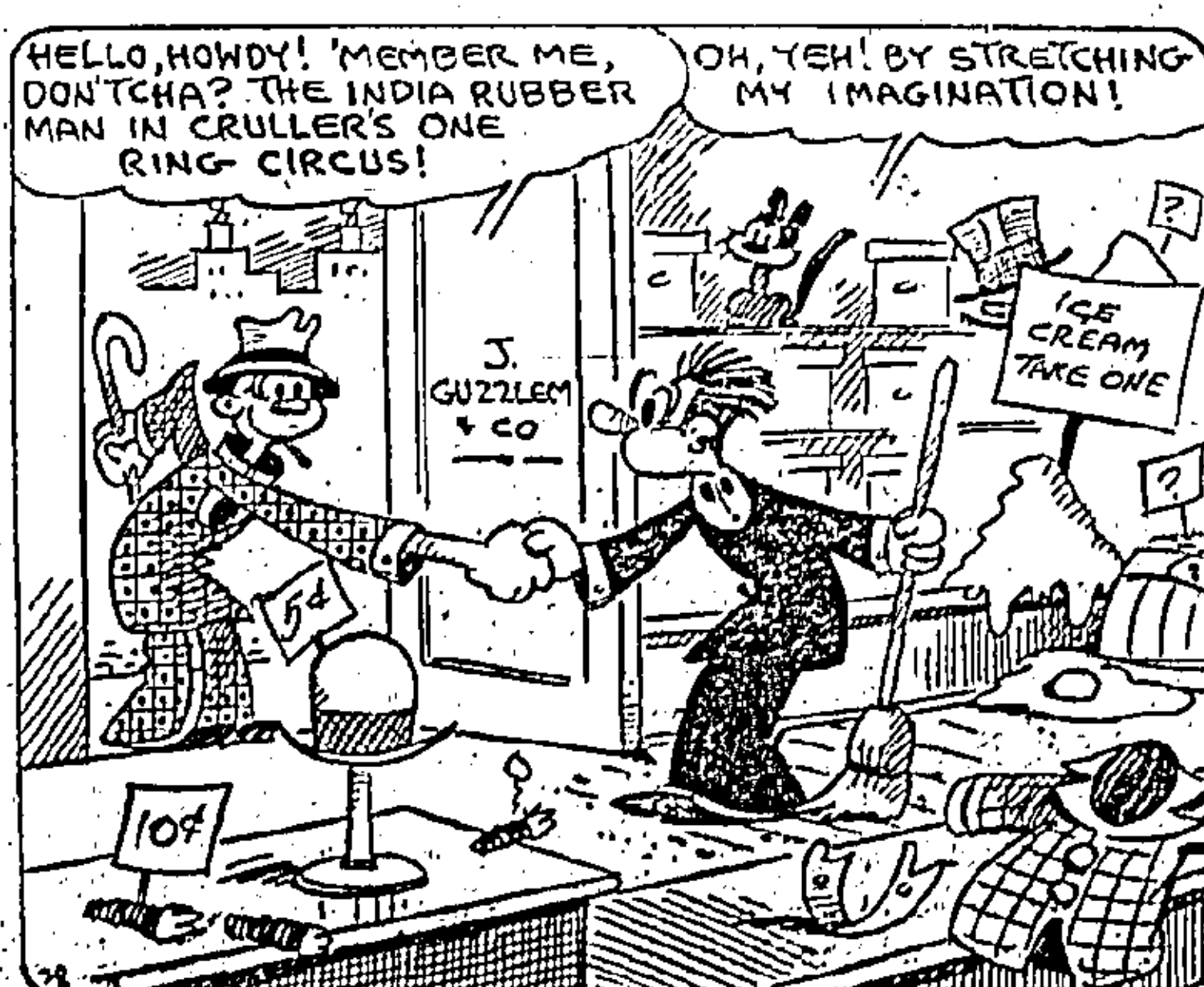
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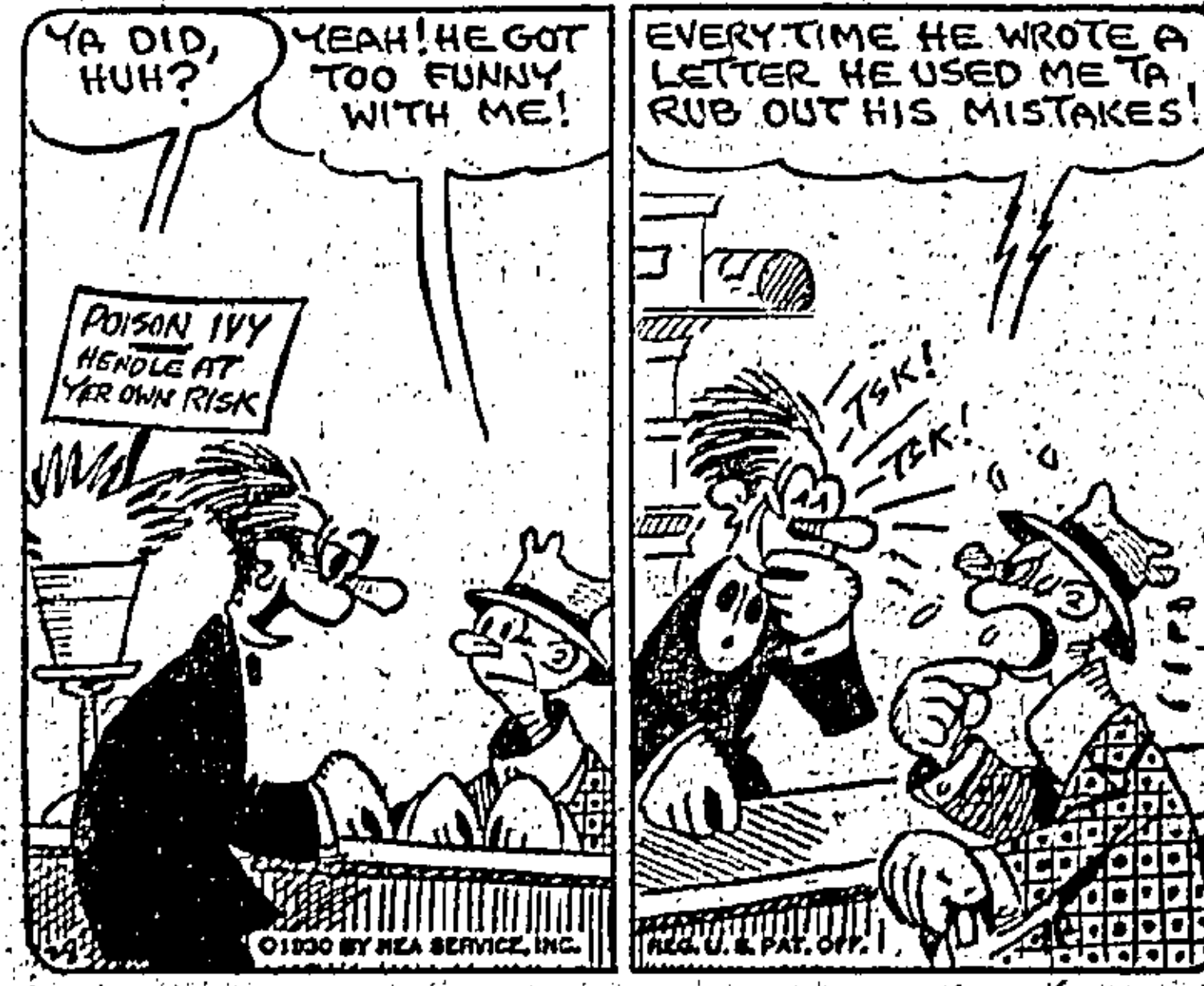
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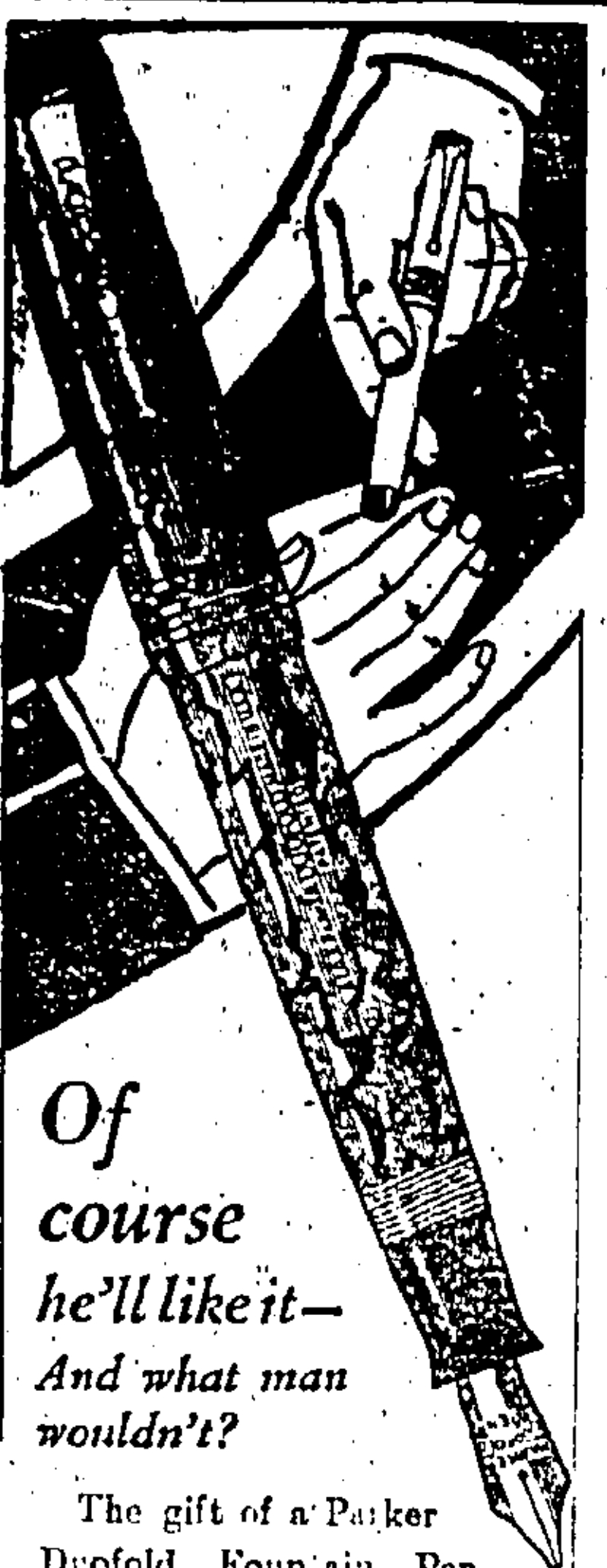
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TIENSIN CUSTOMS DEADLOCK.

GOVERNMENT ORDERS STAFF TO LEAVE.

Tientsin, June 20. The tug-of-war has finally commented between the rival parties for the control of the Customs. Lt. Col. Hayley-Bell issued the following circular this forenoon: "Acting on instructions from the Inspector General of Customs, I have this day closed the Tientsin Customs until further notice. The Harbour Master's office will continue to function as usual. The entire Chinese and foreign Customs staff are supporting Col. Hayley-Bell, and did not attend office this morning, despite threats of dismissal by Mr. Lenox Simpson.—Reuter.

A "Dead Port."

Tientsin, June 20. Under the orders of Lt. Col. Hayley-Bell, all the Customs officials have ceased work, and Tientsin was a dead port all day long. Mr. Lenox Simpson has advised Yen Hsi-shan of the staff's withdrawal, and is now awaiting instructions before taking any action.—Reuter.

Tientsin to be "Closed."

Nanking, June 20. Dr. C. T. Wang stated this morning that the National Government is taking drastic steps to deal with the Tientsin Customs question on its own initiative. China now possessing complete tariff autonomy, there is no need to make representations to the foreign Governments. During the occupancy of the north by the rebels, the port of Tientsin would be closed, and warships would be stationed at Taku to examine ships entering or leaving. Customs dues formerly payable at Tientsin would be collected at Dairen and Tsingtao. He added that Mr. Lenox Simpson being a British subject working against the Government strong representations were being made to Great Britain.—Reuter.

Chinese Staff's Views.

Shanghai, June 20. Strong opposition to the "high-handedness" of Yen Hsi-shan in seizing the Tientsin Customs and appointing Mr. Lenox Simpson to be the Commissioner, is voiced in a manifesto issued by the entire Chinese staff of the Shanghai Customs, which points out that by appointing one who has neither the qualification nor experience, a very bad precedent is being set. "Since the establishment of the Republic, despite internal warfare, the Customs has succeeded in keeping out of the way of the whirlpool and has increased its revenues year by year; and it is a fact that it has not been affected by political and party strife, due to the integrity of the system." The manifesto adds that with such a precedent as the present seizure, it is feared that hereafter the Customs will no longer be able to safeguard its integrity and the service will disintegrate, trade will suffer, while the country's national credit will be shaken to its very foundations.—Reuter.

Mr. Soong's Statement.

Nanking, June 20. Mr. T. V. Soong has issued the following statement on the Tientsin Customs crisis: "If a two-gun foreign adventurer, supported by ruffians, can forcibly occupy the Customs and publicly threaten to shoot any Chinese member of the staff who obeys the orders of his lawful superiors, it is obviously impossible for the Customs there to function any longer." Referring to Mr. Lenox Simpson's statement, that he regards the payment of Chinese loans not one whit less obligatory than foreign loans, the Finance Minister says: "The act of breaking up the Customs service in itself betrays all professions of interest in the bondholders." He goes on: "The Government is resisting the seizure of the Tientsin Customs by every means in its power, because apart from any political considerations, this act strikes at the very root of China's national credit. Not only does it endanger the Customs-secured domestic and foreign obligations, but it also threatens to wreck the plan for consolidating the domestic and foreign debts in arrears, as to which the Government has on many occasions pledged itself, and which it is taking up at the conference of creditors this autumn."—Reuter.

A bathing establishment which floats on pontoons, and was anchored on the Rhine, broke loose and was carried away on the swollen waters of the river. Six persons, the proprietor and his staff, were on board. Two steamboats were immediately sent to their aid, but were unable to rescue the occupants.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps Orders by Major H. B. L. Dowbiggin, commanding Hongkong Volunteer Defence Corps. Hongkong, June 20. Area Order. No. 1 dated 17th June, 1930 para. 1. Administrative Staff, is repeated for information:— "His Majesty The King's Birthday Parade. The following letter has been received from His Excellency the Governor of Hongkong:— I have the honour to offer my warm congratulations on the smartness of the turnout of all the Military & Volunteer Ranks under your command on the occasion of the Parade in honour of His Majesty the King's Birthday on June 3rd. last. I should be grateful if you would convey my appreciation to all those who took part in the Parade."—

Parade. (a) Corps Band. Parade at Corps Headquarters at 6 p.m. on Monday, June 23rd. (b) Battery. A lecture will be held on Thursday, June 26th, at 5.30 p.m. at Headquarters by Major C. T. Baynham, R.S.O. (c) Engineer Company. The First Match of the next series of Musketry Competitions between the Company and the Royal Engineers will take place on Stonecutters Range on Sunday, July 20th. Full details will be issued later. (d) Corps Signals. Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, June 26th. (e) Machine Gun Troop. Parade on Thursday, 26th June. Sgt. J. A. E. Kendrew, Tprs. J. H. B. Lee, T. C. T. Beck, J. E. Henry, G. P. Lammert will parade at Volunteer Headquarters at 5.15 p.m., sharp, in order to proceed to Kennedy Road Range to fire Part I Machine Gun Course. Riding School Class will parade at the school under Troop Sgt. Major Charles at 5.30 p.m. Remainder parade at Causeway Bay Stables at 5.30 p.m. for instruction under Section Sgts. (f) Armoured Car Company. Car Section. Parade at Volunteer Headquarters on Friday, 27th June at 5.30 p.m. for driving instruction under Sgt. Baker. Motor Cycle Section. Friday, June 27th. Parade at Headquarters at 5.30 p.m. for Machine Gun instruction. (g) Machine Gun Company. There will be no further parades except under Platoon arrangements, until 15th July, when NCO's Classes will commence. Besides NCO's these classes will be open to any other ranks who wish to qualify for promotion. Classes will be held twice weekly from above date till end of August. (h) Scottish Company. Parades Thursday, 26th June. Machine Gun instruction. No. 6 Platoon at Kowloon Dock under Lieut. G. Durran, M.B.E. No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth. (i) Portuguese Company. Church Parade. The Company will hold its Annual Church Parade on Sunday, June 22nd. The Company will be expected to parade at full strength outside the Kowloon Railway Station at 8.50 a.m. Dress:—Boots, puttees, hose-tops, shorts, tunic & helmets & belts. Peak Range. The Peak Range is allotted to the Company on Sunday, June 23rd. Platoon Sgts. will render a return to O. C. Company by Friday, June 27th, of the numbers in their Platoons who will be present. Corps Lecture Room. Allotment Of. The Lecture Room is allotted to the Machine Gun Company on every Tuesday evening commencing from 24th June, 1930 until further notice. Ranges. Allotment Of. The Kennedy Road Range is allotted to the Scottish Company on Thursday, 3rd July.

Transfers. The following transfers of the Machine Gun Company to take effect from 17th June, 1930. No. 782 Pte. A. L. G. Eastman from No. 3 Platoon to No. 2 Platoon. No. 1111 Pte. E. M. Terry from No. 3 Platoon to No. 2 Platoon. No. 1360 Pte. R. A. Bates, from No. 2 Platoon to No. 3 Platoon. No. 1534 Pte. E. G. Edwards Jones from No. 4 Platoon to No. 1 Platoon. No. 1538 Pte. H. Gubbay from No. 2 Platoon to No. 3 Platoon. No. 1566 Pte. J. P. Whitham from No. 4 Platoon to No. 1 Platoon. Strength. The following recruits have been taken on the strength and posted as under:— No. 1571 Tpr. E. O. Butler, Machine Gun Troop, as from 19.6.30. No. 1572 Tpr. G. Stephen, Machine Gun Troop, as from 19.6.30. Struck Off The Strength. Transferred to other Port. No. 1176 L/Cpl. A. E. Carvalho, No. 12 Platoon, as from 23.6.30. Permitted to resign. No. 1009 L/Cpl. A. E. McCartney, Machine Gun Troop, as from 16.6.30. Corps Flashes. The new flashes for the Corps topees are now ready. Officers and other ranks will hand their topees into the Store as soon as possible for the purpose of having the flashes properly sewn on.

Hongkong Flying Club. A copy of the Articles of Association of the Hongkong Flying Club has been received and may be seen on application to Adjutant at Corps Headquarters. It is hoped, in the near future, to form a Flying Section of the H.K. V.D.C. As the numbers of this Section will be strictly limited, applications to join will be considered in order of priority. (repeated). A lecture on "The Elementary Principles of Flying" will be given to Members of the Hongkong Flying Club on Wednesday, 25th June, 1930 at 5.30 p.m. in the Corps Lecture Room by Sgt. Leader S. Freeman, R.A.F. Any Members of the Corps, who wish to avail themselves of the opportunity of hearing this Lecture will be welcome. (Sgd.) W. H. G. GOATER, CAPTAIN, Adjutant, H.K.V.D.C.

LOCAL BROADCAST.

PROGRAMMES FOR TO-DAY AND TO-MORROW.

The local radio programmes for the week-end include an organ recital to-day and a Church service to-morrow. The programme for to-day, broadcast on a wavelength of 355 metres, is as follows:— 1.15-1.45 p.m. Organ Recital by Frederick Mason A.R.C.O. L.T.C.I. (1) Evening Song, Bainton. (2) Minuet from Berenice, Handel. (3) Spring Song (from the South). Lenore. (4) Hamerske, Dvorak. (5) Le Cygne, Saint Sams. (6) Finale, en forme d'Overture, Hollins. 1.45 Recorded Programme Continued. 7.00 Faust Selection. Band of H. M. Coldstream Guards. 7.08 A Night of Happiness. Vienna. 7.15 Just Like Darcy and Joan. Reginald Foot. 7.21 A Jovial Monk Am I. (Audran). The Admirals Broom. (Seven) Peter Dawson. 7.27 Body and Soul. Gracie Fields. 7.34 I Stood On Ribbar. Paul Robeson. 7.40 Panchatrai. Roll Morton. 7.46 Here in the Quiet Hills. (Carne) E. Ackland. Contralto. 7.53 Chelsea Fayre. R. Goss-Custard. 8.00 The Clatter of the Cloths. Gracie Fields. 8.09 A Song of Tender Memories. Peter Dawson. 8.17 Look for the Silver Lining. Edward O'Henry. 8.23 Myself When Young (Lehmann). Silent Moon (Vaughen Williams). Stuart Robertson. 8.29 Henry VIII. Dances. 8.35 Weary River. Gene Austin. 8.43 Oh, How I Weary Dearsie, for you. Sir Henry Lauder. 8.52 Pirates of Penzance. Selection. Coldstream Guards. 9.00 Weather Report and Programme of dance Music Victor records by courtesy of Messrs. Moutrie and Co. 11.30 Close down. To-Morrow's Programme. 11.00 a.m. Church Service relayed from the Union Church. Programme of Church Service. Voluntary. Hymn 444. Prayer. Lord's Prayer. Hymn 140. Lesson. Hymn 729. Offertory. Solo-O Rest In The Lord. Prayers. Hymn 448. Sermon. Hymn 661. Benediction. Amen-Three-Fold. Voluntary. Soloist—Mrs. M. Portallion. At the end of service a Chinese programme will be broadcast until 1.00 p.m. 9.00 p.m. Programme of H. M. V. and Victor records by courtesy of Messrs. Moutrie and Co. 9.00 p.m. In Springtime. Overture. Chicago Symphony Orch. 9.08 Parted. Down the Vale. Essie Ackland. Contralto. 9.17 Patience Selection. H. M. Coldstream Guards. 9.25 The Bandolero. Bedouin Love Song. Peter Dawson. 9.34 Count of Luxembourg. International Concert Orch. 9.43 March on a Theme of Handel. Arthur Meale, (Organ, Queen's Hall, London). 9.52 Evening Hymn (Gardiner). Philharmonic Choir. 10.00 Pomp and Circumstance. London Symphony Orch. 10.08 La Campanella. Levitzki. (Piano). 10.17 The Gendarmes Duet (Offenbach). Walter Glynn and Stuart Robertson. 10.23 New Moon. Selection. New Mayfair Orch.

of priority. (repeated). A lecture on "The Elementary Principles of Flying" will be given to Members of the Hongkong Flying Club on Wednesday, 25th June, 1930 at 5.30 p.m. in the Corps Lecture Room by Sgt. Leader S. Freeman, R.A.F. Any Members of the Corps, who wish to avail themselves of the opportunity of hearing this Lecture will be welcome. (Sgd.) W. H. G. GOATER, CAPTAIN, Adjutant, H.K.V.D.C.

Notice.—Soldiers' Club Billiards Tournament. The above will be held at The Soldiers' Club, Hongkong and the Corps has entered a Team from the Portuguese Company. The dates are as follows:— 1st. Round—July 3rd & 4th. 2nd. Round—July 24th & 25th. 3rd. Round—August 4th & 5th. All members of the Corps wish the Team the best of luck, (repeated).

Canteen—Light Meals. Light meals at moderate prices can now be obtained in the Canteen. For further information see Notices in Canteen.

Rifle Shooting. The following are the scores obtained by the Members of the Engineer Company Team which competed against a Team from The Royal Engineers at Stonecutters Range on Sunday, 15th. instant. Engineer Company Scores. 300 yds. 500 yds. C. S. M. Everest 25 35 Sgt. Coom 16 21 Cpl. Salter 25 21 Spr. Smith 22 40 L/Cpl. Hooper 27 18 Spr. Parves 24 14 Spr. Strange 8 23 Spr. Armstrong 18 17 The team is to be congratulated on their shooting and turn out.

FILIPINO HERO HONOURED.

RIZAL'S BIRTHDAY TO BE CELEBRATED.

In keeping with the more modern idea of celebrating Rizal Day, by keeping alive the memory of his birth rather than that of his execution by the Spaniards, the Filipino Club will hold, on Sunday, the 22nd inst., an *ad fresco* concert at their Club Grounds, King's Park. Dr. Jose Rizal was born on June 19, 1861, at Calamba, Laguna province, P.I., and died on the morning of December 30, 1898, shot to death on Bagumbayan, later known as the Luneta, where there now stands a magnificent monument to his memory. The story of his life and death has been so often told that it needs no repetition. His passing was the beginning of the end of the domination of Spain in the Philippines as it gave a tremendous impetus to the reform movement which for years had been gathering strength.

Rizal's great fight was against the intervention of the clergy in the political affairs of the country and against the abuses of the Guardia Civil. Rizal was an evolutionist and was opposed to revolution. He strove for a pacific settlement of the questions that had arisen between his people and the Government, and always advocated strict obedience to the law, however unjust it might be.

His execution removed practically the only obstacle that existed to open revolt. Three months before his execution the Katipunan outbreak had occurred but had made little headway, and would have died out had Rizal been allowed to exercise the influence he had over the people to bring them back to peaceful methods. Not long after his death the revolutionists secured possession of the province of Cavite, which they held against Spain for eight months, and harassed the Spaniards in all districts around the capital. Lack of union brought about the downfall of the movement and Aguinaldo accepted peace terms and left the country. On the outbreak of the Spanish-American war he returned and assisted the Americans to capture the city of Manila.

Shortly after American occupation, Rizal Day was declared an official holiday and plans were made to erect a monument to his memory. Manila province was broken up and the new province Rizal was created. To-day Dr. Rizal is honoured by Filipinos and Americans alike as the greatest man ever produced by the Philippine Islands.

Jewellery to the value of £300 was stolen from an unattended car at Windsor. The jewellery, which was in a blue suit case, was the property of Mrs. Stafford Hotchkiss of The Manor House, Woodhall Spa, Lincolnshire.

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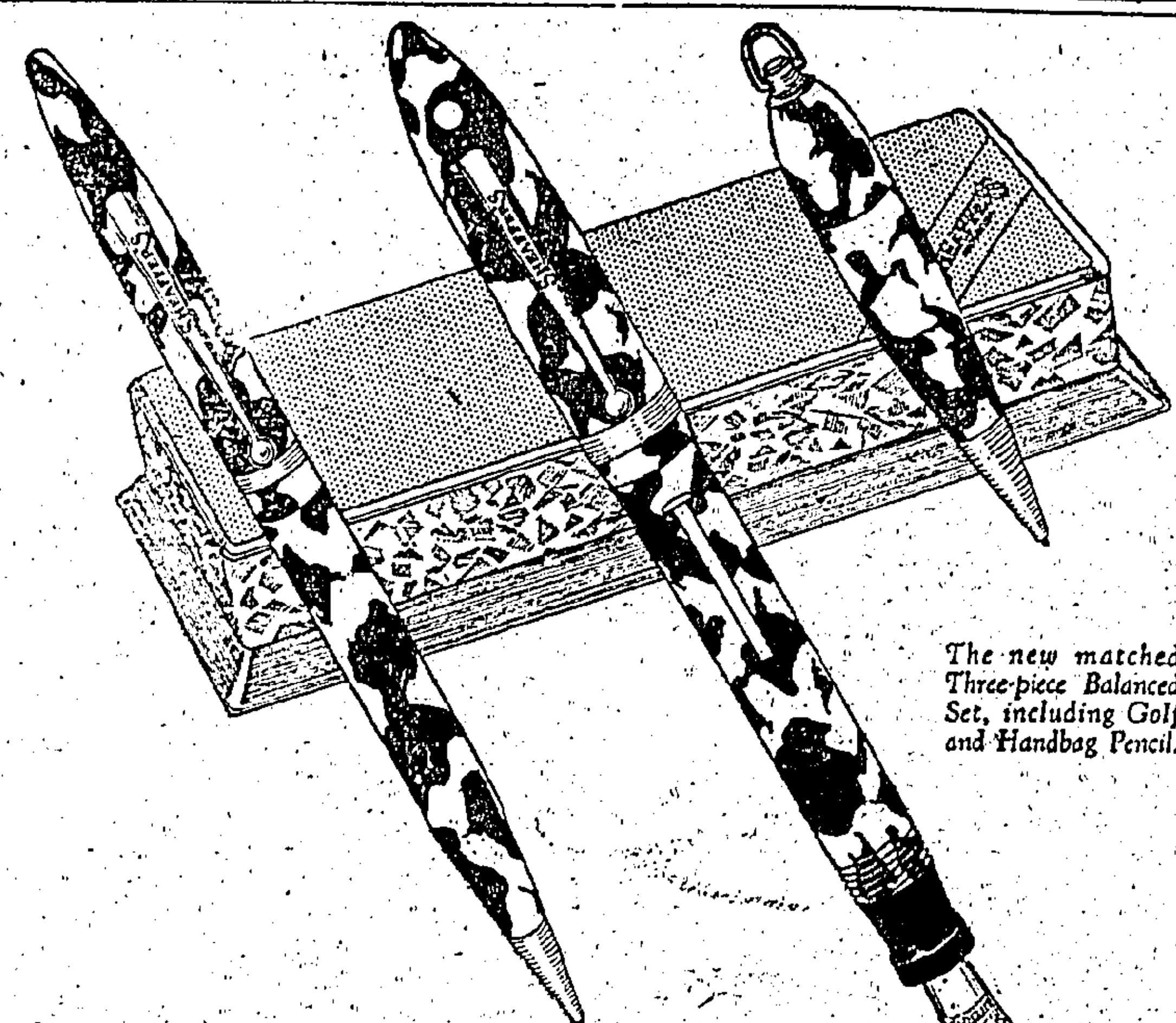
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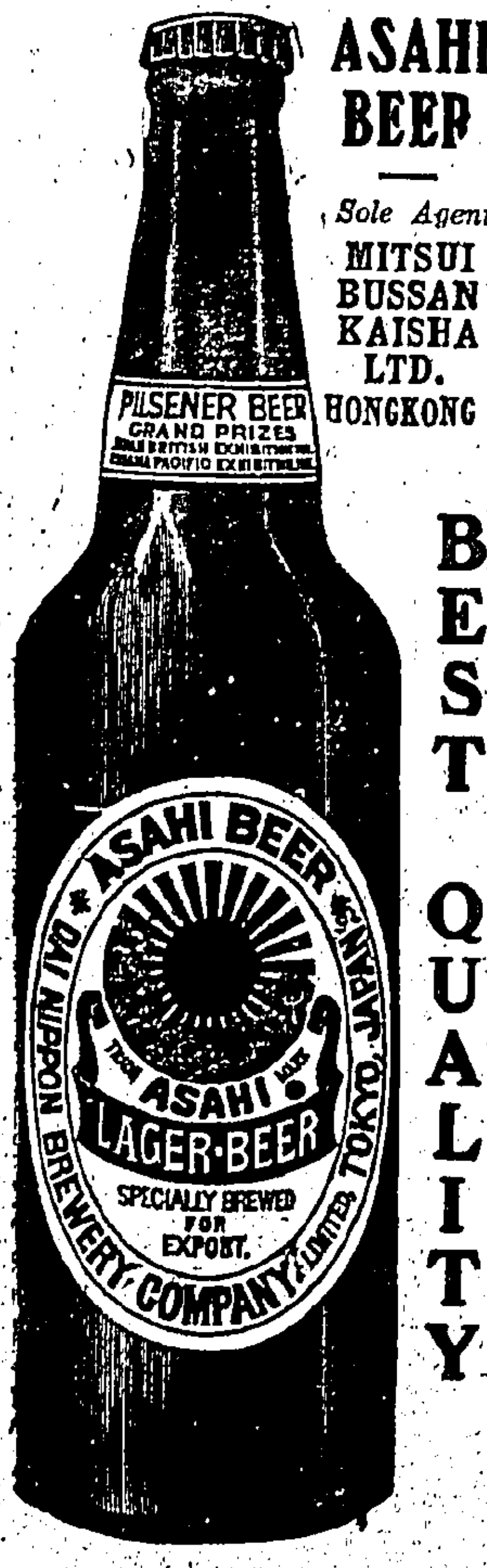


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CHURCH NOTICES.

To-morrow the First
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong.
June 22nd, 1930. 1st Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. C. B. Shann. Evensong 6 p.m. Preacher: Rev. H. V. Koop. Tuesday, June 24th St. John the Baptist's Day. Holy Communion for Mother's Union at 10.00 a.m.

Union Church, Kennedy Road, Hongkong. Morning worship, 11 o'clock (broadcast) Preacher, Rev. John Foster. Subject "The Sacrament of the Towel and Basin." Evening worship, 6 o'clock. Preacher, Rev. John Foster.

First Church of Christ Scientist, Macdonnell Road, Below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Is the Universe, Including Man, Evolved by Atomic Force?" The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Chapel, Sunday night, June 22nd, 8.30 p.m. Subject, "Is It Possible For The Living To Commune With The Dead?" by Lyman W. Shaw, Pastor. Saturday Sermon, 5.30 p.m. Meeting for prayer Wednesday 8.30 p.m. Visitors and strangers always find a cordial welcome here.

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NOTICE TO SHAREHOLDERS.

The transfer books of the Company will be closed from Sunday, 22nd June, to Tuesday, 24th June, 1930, inclusive.

By order of the Board of Directors.

JOHN ARNOLD,

Secretary.
Hongkong, 18th June, 1930.

HONGKONG TELEPHONE CO.,
LIMITED.

The Transfer Books of the Company will be closed from the 23rd June, to the 30th June, 1930, both days inclusive.

Dated this 22nd Day of May, 1930.

By Order of the Board.

W. L. MCKENZIE,
Secretary.

IN H. B. M. CONSULAR COURT
FOR AMOY

BANKRUPTCY JURISDICTION
NO. 3 OF 1928

RE TAIT & COMPANY AMOY.

Notice of First and Final Dividend.

A First and Final Dividend of Twenty and a half per centum has been declared in the matter of Tait & Co., late of The Bund, Amoy, Merchants, who were adjudicated bankrupt on 16th October 1926, and the same may be received on application at the offices of Messrs. Lowe, Bingham and Matthews, Chartered Accountants, 3 Queen's Road Central, Hongkong, on Wednesday the Twenty fifth day of June, 1930, or on any subsequent week day between the hours of 9 a.m. and 12 noon.

Creditors applying for payment must produce any Bills of Exchange, Promissory Notes or other securities held by them and must sign a receipt in the prescribed form.

JOHN FLEMING, C. A.

Trustee.
Dated this 20th day of June, 1930.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

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There are times when
general information is of a
very private nature.

CINEMA NOTES.

FOX MUSICAL MOVIE-TONE OF DERBY.

"A Song of Kentucky," a delightful romance with a race track background in which some of the best known actors and actresses of the screen enact featured roles, will be an attraction at the Queen's Theatre on Sunday. It is a Fox Movietone comedy drama and was directed by Lewis Seiler.

The leading character parts are portrayed by Joe Wagstaff, who made a spectacular rise to stardom in musical comedy on the New York stage, and Lois Moran, beautiful and talented screen actress beloved by fans the world over. This is Wagstaff's first talking picture for Fox Movietone, but it will not be his last. It is safe to predict that in a very short time he will become one of the most popular young men in all talking pictures. Dorothy Burgess heads the supporting cast which includes Douglas Gilmore, Hilda Hopper and Edwards Davis.

The running of the Kentucky Derby is a highlight in the production. The derby scenes were actually recorded by Fox Movietone at Churchill Downs, Louisville in May 1929 during the decision of that classic event.

"Big Time"

An audience of paid extras accorded Lee Tracy some honest criticism when he did a four minute monologue in one of the theatre scenes in "Big Time," Fox Movietone all talking drama, in which he is featured with Mae Clarke and Josephine Dunn, and which is playing this week at the Queen's Theatre.

Tracy, who enacts the role of a conceited hoover, went on "cold turkey," shooting gag after gag at the audience. The gags he thought best were not as hot as some of those of which he was more or less in doubt, proving that an audience, as a whole, is a better critic than a performer.

Daphne Pollard and Stepin Fetchit, are also in the cast which was directed by Kenneth Hawks.

"SOME DRESSES ARE DECENT."

JUDGE CRAWFORD AS
FASHION CENSOR.

"I do not know why some dresses are worn at all. They do not cover the body. Some are decent, but others—well, I would not like to say what I think."

This was the comment of Judge Crawford when trying a dressmaker's claim in Edmonton County Court.

Mysteries of female attire bewildered the judge, and he asked many questions, after remarking resignedly, "Most things are odd where females are concerned."

A dress in dispute was spread out on the judge's desk and the dressmaker referred to it as "semi-fitting."

The judge remarked the term was an odd one.

The dressmaker then said her customer took an outsize.

Judge Crawford: What on earth is that?

Witness: It means a dress that is larger than stock size.

The judge: Oh, do you mean that the woman who was going to wear this dress is extra fat?

Witness: Yes.

POST OFFICE NOTICE

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Due
Japan, Shanghai and Europe via Siberia, London, 2nd June	Siberia Maru	June 21.
U.S.A., Canada, Japan and Shanghai (Seattle 31st May)	Pres. Cleveland	June 21.
Shanghai and Swatow	Szechuen	June 21.
Manila	Emp. of Asia	June 22.
Straits	Haruna Maru	June 22.
Manila and Java	Tjisalak	June 22.
Straits	Takliwa	June 22.
Shanghai and Amoy	Tjikarang	June 22.
Manila	Aldaramen	June 23.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 31st May)	Pres. Lincoln	June 23.
Japan	Asama Maru	June 23.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 8th June)	Tango Maru	June 23.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., 12th June)	Tijbadak	June 24.
Australia and Manila	Hakozaki Maru	June 27.
	Kamakura Maru	June 30.
	Pres. Madison	June 30.
	Emp. of Canada	July 2.
	Nellore	July 7.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Fort Bayard	Wing Lee	Sat., June 21, 2.30 p.m.
Manila	Pres. Cleveland	Sat., June 21, 4.30 p.m.
Amoy	Kiungchow	Sat., June 21, 5 p.m.
Hoihow, Pakhoi and Haiphong	Limchow	Sun., June 22, 8.30 a.m.
Bangkok via Swatow	Kaying	Sun., June 22, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., June 22, 9 a.m.
Shanghai, Japan and Europe via Siberia	Haruna Maru	Sun., June 22, 9 a.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria, B.C.	Pres. Lincoln	Mon., June 23.

Parcels 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due Victoria, B.C. 11th July.)

Hydrangea Mon., June 23, 3 p.m.
Pres. Lincoln Mon., June 23.

Registration 5 p.m.
Letters 5 p.m.
Cheong Shing Mon., June 23, 5 p.m.

Tango Maru Tues., June 24.

Registration June 23, 5 p.m.
Letters June 24, 8.30 a.m.
(Due Thursday Island 7th July.)

Tai Fook Sing Tues., June 24, 10.30 a.m.

Haiyang Tues., June 24, 1 p.m.

Diomed Tues., June 24.

K. P. O.
Registration 1 p.m.
Letters 1 p.m.
G. P. O.

Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 25th July.)

Emp. of Asia Wed., June 25.

Parcels June 24, 5 p.m.
Registration June 25, 9.15 a.m.
Letters June 25, 10 a.m.
(Due Vancouver B.C. 12th July.)

Yatsing Wed., June 25, 8.30 a.m.

Nam Sang Wed., June 25.

Parcels Noon.

Letters 1.00 p.m.

Tsinan Wed., June 25, 8.30 p.m.

Chengtu Thurs., June 26, 8.30 a.m.

Kanchow Thurs., June 26, 9.30 a.m.

Hinsang Thurs., June 26, 1.30 p.m.

Haining Fri., June 27, 2 p.m.

S. Africa, Aden, Egypt and Europe via Marseilles

Hakozaki Maru Fri., June 27.

K.P.O.
Registration 4.30 p.m.
Letters 4.30 p.m.

G.P.O.
Registration 5 p.m.
Letters 5 p.m.
(Due Marseilles 27th July.)

Japan, *Honolulu and *S. American Ports

Bokuyo Maru Sun., June 29, 10.30 a.m.

Straits, E. Africa via Mombasa and S. Africa via L. Marques

Kamakura Maru Tues., July 1, 9.30 a.m.

Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles

Porthos Tues., July 1.

K. P. O.
Registration 1 p.m.
Letters 1 p.m.
G. P. O.

Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 2nd August.)

Emp. of Canada Wed., July 2, 3.30 p.m.
*Superscribed Correspondence only.



It's the turnover that counts!

SIR CHARLES STARMER recently stated at the Publicity Club of Glasgow, that advertising is the necessary fertiliser to make two blades of grass grow where one grew before.

Sir Charles might have taken the argument to a more logical climax.

Advertising represents the ground in which the merchant sows the seeds which are to yield his profit in due season.

But the ground must be carefully chosen if the best results are to be secured.

That is why the enterprising advertiser avoids stale ground.

It must be fresh.....fertile!

The daily newspaper is ever fresh, ever of interest to the readers, and it naturally follows that the greater the number of daily readers, the greater the measure of success from each advertising message.....from each seed planted.

Every Advertisement in a Newspaper is a seed well planted.

A JOINT ADVERTISING CAMPAIGN

IN THE

SOUTH CHINA MORNING POST

AND

THE HONGKONG TELEGRAPH

Represents over 36,000 Seeds Sown in Fertile Ground Every Six Days.

Based on the First Quarter of 1930, the joint circulation of these two newspapers averaged 36,300 copies every six days!

Deauville

Sandals.

—in a charming assortment of
Colour Combinations, now being
displayed at—

GORDON'S

The recognised Style Leaders in
LADIES' FOOTWEAR.

Kamamally Building.

CHURCH'S NEGLECT CONDEMNED.

FAILS TO CREATE CLEAN AMUSEMENT.

The Church's neglect to create a demand for cleaner amusements was condemned by Canon Guy Rogers, Rector of Birmingham, in an address at Birmingham Parish Church.

To invite cinema proprietors to provide films which the public were not yet ready to appreciate, was, he said, to invite them to bankruptcy.

In some cases he would be prepared to recommend bankruptcy as far preferable to the responsibility of showing certain films.

It was a terrible crime against God and against human personality to exploit the lower passions for private gain. This he knew was done regrettably often.

"Good Artist Perishes."

"The good artist perishes, and the good entertainer goes out of business because the public does not support him," continued the rector.

"I have known instances of people engaged in the entertainment business who have put on one good show after another and have suffered such heavy losses that they have at last submitted to what

seemed to them the inevitable, and have provided what the public wanted."

Not long ago, at one particular moment, that there was hardly a single play in London which a decent citizen should be expected to attend.

Under what social conditions, he asked, did theatre girls carry on their work? What safeguards were provided against the possible exploitation of child labour? How far was the beauty and youth of the chorus girl being sacrificed to the modern Moloch of luxury and license?

The old idea that amusement was outside the cognisance of religion led to the most culpable neglect by the Christian community of people who were fulfilling an important social function.

Powder dropped outside the Shere residence of Miss Bray, secretary of the Surrey Anti-Litter League, led to David Slocom, of Doyle-gardens, Harlesden, being fined £1 at Guildford. The deputy-chief constable said he had received many complaints regarding the practice. In some cases white powder and in others coloured powder was used to mark the road for motor-cycle trials. The Bench said heavier penalties would be imposed in future.

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Children's Rain Coat

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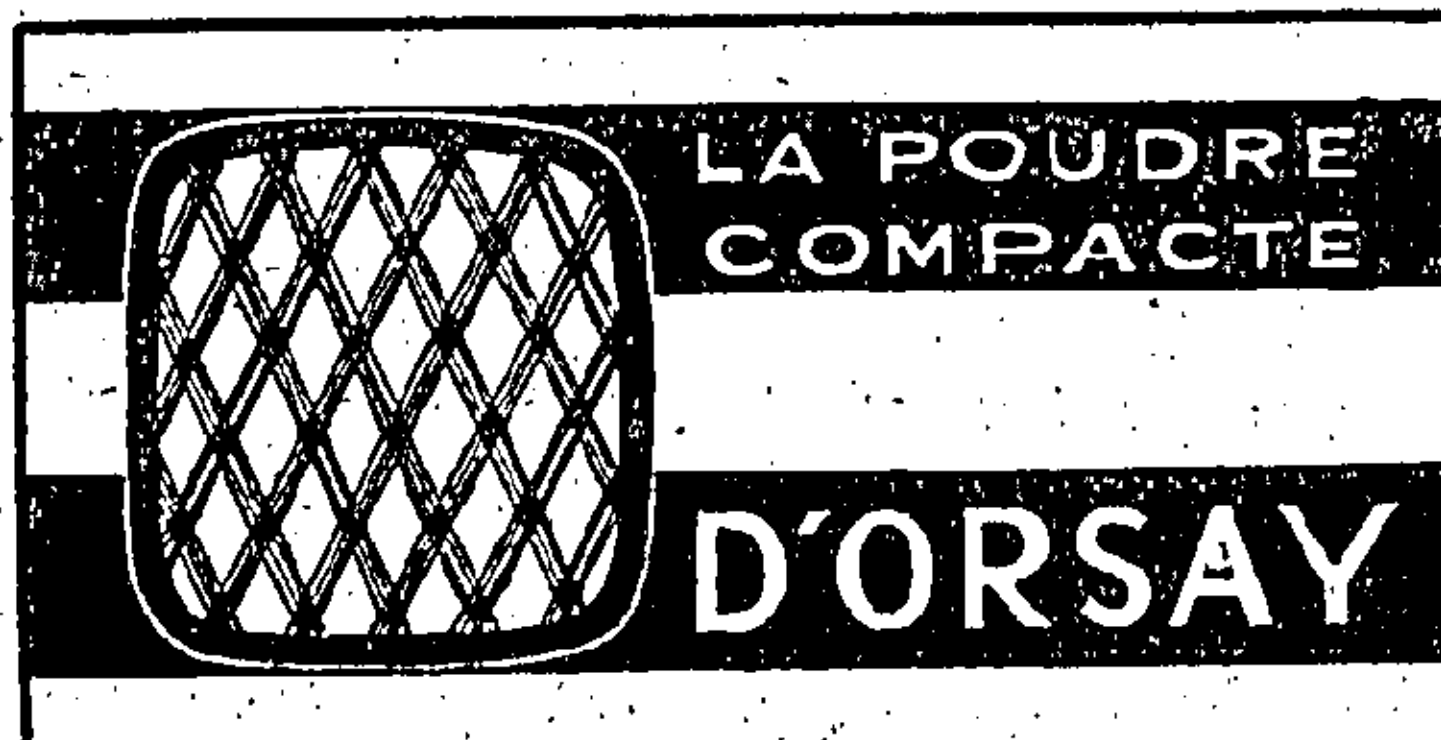
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WOMAN'S WORLD

FOR OUR LADY READERS.

Your Children.

[By Olive Roberts Barton.]

I love to watch children's hands. I am interested in all hands, but especially those of children. They seem so eager—so alive—so impatient to be doing.

I like to imagine what future lies ahead of them. Will they be musical hands, bringing out the waiting melodies of a piano, the songs of a violin, or the golden notes of a flute? Will they make pictures? Will they write books or compose operas? Perhaps they will be skilled with tools, or in manipulating the complicated instrument boards of aircraft. They may draw the plans for skyscrapers, or invent new wonders in an electrical laboratory, or save lives by the surgeon's knife.

What important things hands are!

The Story of Hands.

Let us follow their story through an average baby's life:

At eight or nine weeks he touches his hands together.

At nine or ten weeks he voluntarily puts his hands to his mouth.

At twelve weeks he usually begins to suck his thumb or to put some of his fingers in his mouth.

At this time he also learns the sense of touch. He will often touch something with a sort of definite investigation without actually looking at it.

At sixteen to twenty weeks he will begin to reach for things and try to take hold of them. He will be awkward and the movements will be vague, also he will use both hands alike, but initiative is quite noticeable.

In another two or three weeks he will look at things before he puts them into his mouth, say at 20 to 24 weeks.

At 26 weeks, or one half year, he can pick up things rather expertly, sometimes with one hand.

After this he begins to imitate. If you hit something near him, very likely he will try it after you, in an awkward way. Also he will pick things up, look them over, or peer into them, or shake them.

After nine or ten months, his hands become very active. They are in everything. He opens lids, takes things out of boxes, sometimes can put them back. It is through his hands at this age that he continues to gratify his growing curiosity.

How Many Hands?

At eleven months he will probably begin to use his right hand more than his left, although not all children do. Some children are ambidextrous and would remain so if not trained out of it. This is a disputed question that seesaws back and forth with new theories in training. Should children be taught the use of both hands or not? And should ambidextrous children be allowed to continue using both hands without interference.

Personally, I incline to the latter way.

At one year of age, initiation is very pronounced. A child will pile up his blocks, put his dolly in bed, try to button his shoe, or brush his hair.

Before this, however, as early as nine months sometimes, he can pull himself to a standing position steadying himself by one hand.

I often wonder, since hands play such an important part in a child's history, how much effect on his nature and training our treatment of those little members may have.



The formal afternoon frock is elegant, sophisticated and supremely feminine. And it is long, extremely long.

Take a flimsy, sheer chiffon, employ a few of the dressmaker's ingenious bag of tricks (drapes, tucks, pleums, yokes, flounces, flares, tiny cap or cape sleeves), give it skirt fullness and length, and what have you, a very beautiful late-afternoon frock. But, it is not as simple as it sounds, for ingenuity, intricacy and interest must be manifest. The completed impression is classified as follows: Regal, glamorous, sophisticated or quaint. It remains with Milady to dress in accordance with her personality or her mood.

Being an actress, beautiful Corinne Griffith knows the art of giving expression to her moods in her dress. Of the regal variety is this black accordion pleated chiffon afternoon frock, which she wears in "Back Pay," her latest First National Vitaphone production, soon to be released. Pleats run in alternate wide and narrow lengths while the skirt graduates in length barely escaping the floor in the back. A pleated cape effect, falling from the shoulders, repeats the motif, while a sash belt of wide crushed rose satin ties in a loose bow at the back.

More sophisticated and glamorous is the black net-lace worn over a black satin silhouette gown with

a transparent back and tight fitting skirt which flares at the bottom, touching the floor in the front and back, and is shorter at the sides.

Vogue, on the other hand, introduces a black crepe roma with a circular skirt set on a yoke that is moulded to a high waistline, and wide grey-blue crepe roma cuffs supplying the touch of colour.

Another in a soft grey-pink crepe de chine is unusually flattering. It sponsors a wide collar that loops and fastens about the neck, with all the daring of the chic up-to-the-minute neck requirements.

The third, softly sheer in black marquisette, employs finely tucked bands to emphasize the hip-line and natural waistline.

A newcomer in the mode is a printed lace frock in a gay design of rose and green, with a bertha tied carelessly about the shoulders, forming cap sleeves, while a pleum adds a flare at the hips—ah, that at last is quaintly quaint.

Chiffons in monotone shades, lovely delicate blues, pinks and whites as well as the perennially popular blacks, vie with laces and chiffon and lace combinations for this new hour, while a number of striking creations are evolved in georgette. Both black and blue, relieved by touches of white or one of the lovely new pinks or blues, are considered very smart in the georgette family.

Flower Baskets.

AS SEEN IN PARIS.

If we would follow Paris in decorative taste as we do in fashion we must scrap all our present flower-vases. The new ones shown in the fragrant florists and in the wonderful decorative art shops of Paris take a perfectly new and novel line.

Everything is severely plain as to shape, and of quite thick, heavy glass. Fragility and prettiness are distinctly unfashionable, but bubble and tinted glass is used as much as crystal.

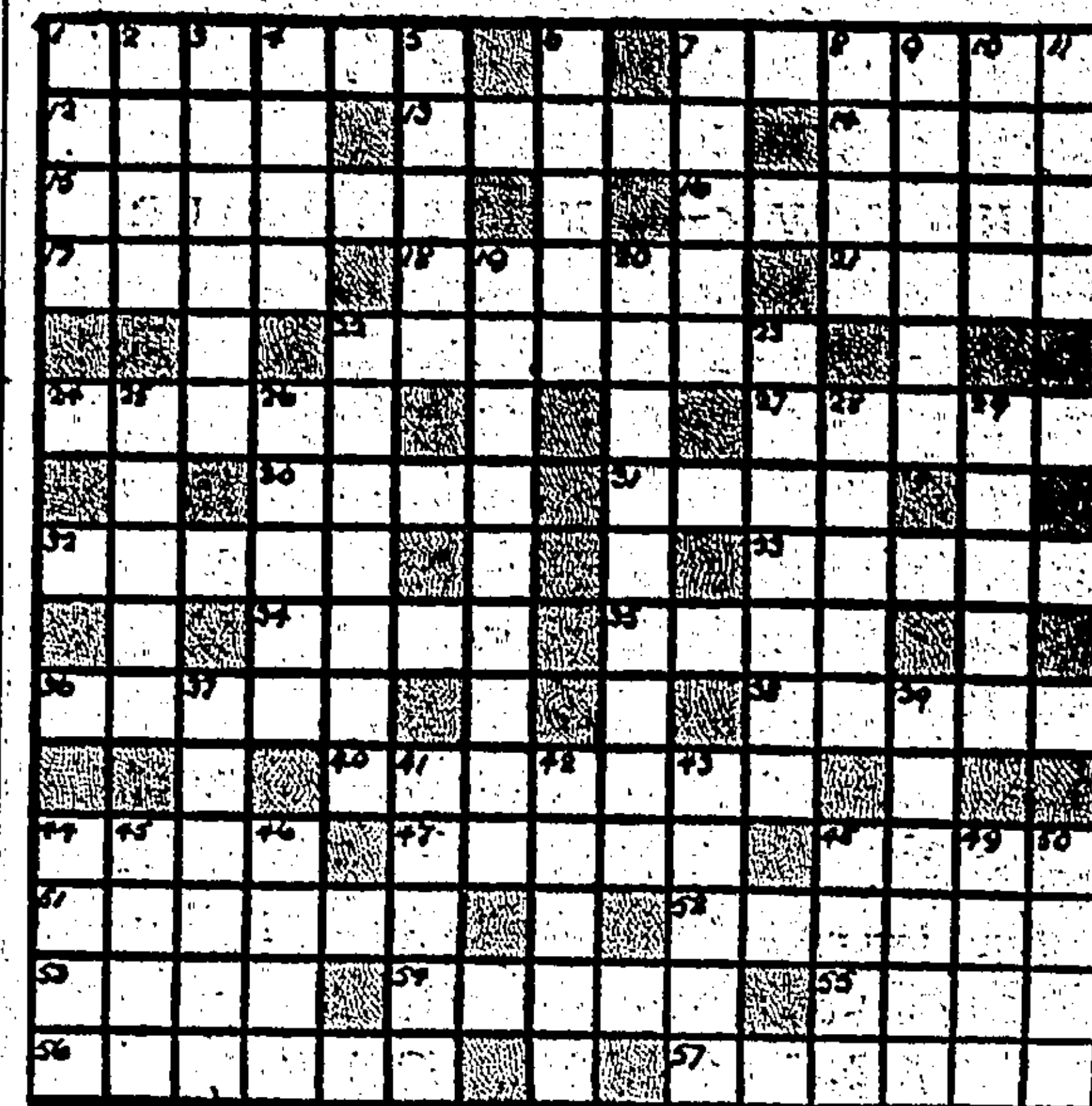
The French are fond of massing flowers together. Great bouquets of lovely Riviera lilac, lilies of the valley, marigolds, violets and rosebuds are placed in big crystal globes similar to goldfish bowls.

Most popular are enormous tumblers of coloured glass. Jar-like green bubble glass is rather attractive in this shape.

For tall sprays, big earthenware vases, coloured reproductions of third-century bronzes, of the Gaulish period in France, are the specially smart idea of the present season. So perfectly are the museum pieces copied that, unless one can touch them and discover that they are not really made of ancient stained metal, but of modern potter's clay, the illusion is complete. The simple curves are in keeping with the popular "line."

Painted common garden flower-pots avoid the necessity for concealing them in over and more decorative pots. In Paris azulejos are to be seen growing in ordinary flower-pots painted in stripes and circles of crude colours, both effective and distinctly unusual.

OUR BRITISH CROSSWORDS.



Across.

- 1 Transparent membrane.
- 7 Allurements.
- 12 Enclosed space.
- 13 Fluffy.
- 14 Sheep.
- 15 Little flap.
- 16 Renown.
- 17 Run away.
- 18 Before in time.
- 21 Boil slowly.
- 22 Declare.
- 24 Aqua.
- 27 Attempt.
- 30 Grass.
- 31 Sharp.
- 32 Huge.
- 33 Man servant.
- 34 Horned animal.
- 35 Fright.
- 36 Repulse.
- 38 Efts.
- 40 Ingredient.
- 44 Barter.
- 47 Get up.
- 48 Otherwise.
- 51 Religious house.
- 52 Vale.
- 53 To.
- 54 The best.
- 55 Lake.
- 56 More profound.
- 57 Impaired by time.

Down.

- 1 Young cow.
- 2 Audible.
- 3 Be sorry for.
- 4 Back of the neck.
- 5 Perfume.
- 6 Trial.
- 7 Goddess of grain.

- 8 Vipers.
- 9 Courses.
- 10 Partner.
- 11 Away.
- 19 Alien.
- 20 Put right.
- 22 Small talk.
- 23 Subordinate assistant.
- 25 Tally.
- 26 Efface.
- 28 Look fixedly.
- 29 Well skilled.
- 37 Courtious.
- 39 Pack.
- 41 Stratum.
- 42 Imitate.
- 43 Not ever.
- 44 Gardening tool.
- 45 Sea-eagle.
- 46 Nausea.
- 48 Trees.
- 49 Burn.
- 50 Stared at.

Yesterday's Solution.

PLINTH A OPAQUE
I C RANCOUR U N
LAICAL M SERIAL
O C MODESTY V I
TULIP U O STEPS
STET SCOFF ERST
T EXIT TARN A
GEAR X B DULL
R AWED AAR T
DEBT SEINE ITEM
IDLES E I BLARE
A A TEMPLAR S A
DANGER A WAITED
E K RASCALS E O
MAISONS T SHADOW

SHOULD A WIFE BE
TOLD?JUDGE'S DECISION IN THE
DIVORCE COURT.

A wife must be told. This was the decision of Lord Merrivale in two cases that were before him in the Divorce Court. In the first Mr. Cyril Thomas, a petroleum technologist employed by the Assam Oil Company, at present staying with his brother at Southend, petitioned for the dissolution of his marriage on the ground that his wife, Beatrice Ethel Thomas, had committed misconduct with Robert Stuart Browning, an accountant employed by the oil company.

Case May be Reheard.

Mr. Thomas asked the court to exercise discretion, as he admitted misconduct with native servants at Trinidad. The suit was undefended.

Mr. Thomas did not inform his wife of his own misconduct.

Lord Merrivale said that Mrs. Thomas was unaware of the most material fact in the case—that her husband had committed misconduct. The case would be adjourned, and Mrs. Thomas must be informed of the evidence, and given an opportunity of appearing in court if she desired. He ordered that a transcript of the short-

hand notes of the evidence in the case be supplied to her.

Judge's Order.

In the second case, although he granted a decree nisi to a man who admitted misconduct, Lord Merrivale ordered that the wife should be furnished with full particulars of her husband's admissions, and informed that she could apply for permission to enter an appearance in the case. If she decided to do so, the case would be restored to the list.

This was the case of Charles Benjamin Dolphin, of Mansfield-road, Ilford, who asked for the dissolution of his marriage on the ground of his wife's misconduct with Captain Hornsted, at a London hotel. The suit was undefended.

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FRECKLES AND HIS FRIENDS



A Problem!

By Blosser

SATURDAY, JUNE 28th

9.15 p.m.

An Event of the Season.
THE KOWLOON FOOTBALL CLUB.

Beg to announce their first Summer.

CONCERT.

The following artistes have definitely promised to appear

Mrs. M. Portallion	Mr. V. C. Labrum
Mrs. G. R. Leib	Mr. G. McLeod
Mrs. G. McLeod	Mr. J. Blackley
The Misses Field	Mr. L. Jeeves
Mr. W. H. Bailey	Dick Barty & a Piano
Mr. D. Aquino	

and

The Hong Kong String Orchestra under the
direction of Mr. F. MASON, L.B.A.M.**FIX THIS DATE.**

June Victor Records

Including Album C-8

Selections from the Repertoire of
Yvonne Printemps & Sacha Guitry**S. MOUTRIE & CO., LTD.**

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For the Tiny Tots

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SATURDAY, JUNE 21, 1930.

CIVIL SERVANTS' SALARIES.

By the simple expedient of making full use of the Official Majority, the Government has managed to secure the Legislative Council's assent to a somewhat modified form of the Salaries Commission's Report. Despite popular opposition as expressed in the columns of the Press and by the leaders of trade and industry after a careful study of the proposals, the Colony has been committed to a scheme which involves a huge increase in the cost of Government and necessitates very considerable taxation of a community which is already hard hit by the rise in living costs. The fact that the Official Members of the Council, excepting the two members of the Commission who did not vote, were solidly against the scheme did not deter the Government from insisting on its approval. We do not, of course, suggest that the Civil Servants who comprise the Official Majority plumped for the most advantageous of the three proposals put before them because it was in their own interests to do so; they were merely acting under instructions. The flat having gone forth, they had no option but to obey.

Now that the issue has been definitely disposed of, the occasion does not call for a close analysis of the various viewpoints put forward at Thursday's meeting of the Council, but there are one or two aspects of the matter, arising out of the Official utterances, which need commenting upon. First and foremost, let us endeavour to show that, despite His Excellency's remark depreciating the suggestion, the new taxation which is being put into force is for the purpose of paying Government servants higher salaries. His Excellency himself, earlier in his speech, referred to the careful consideration which he had given to the question of how funds were to be provided to meet the "increased liability" involved in the Commission's Report. The Colonial Secretary, on the other hand, ascribed the necessity of raising additional revenue to the additional recurrent expenditure under the salaries scheme and to the sterling commitments of the Government. In actual fact, however, the scheme approved by the Council absorbs more than the income expected from

the new taxation already announced, and there is, as a consequence, a distinct possibility of the raising of the Assessment Tax next year. It is obvious, therefore, that our taxes are being increased for the specific purpose of giving better conditions to Civil Servants. That is easily demonstrated by the fact that without the raising of fresh revenue it would be impossible to put the scheme into operation, excepting, as His Excellency himself suggested, by the practice of economy in other directions. Of the two courses open to it, the Government has chosen the one which hits the community most.

One point made by the Colonial Secretary, in the course of his speech, was the expressing of doubt as to whether the Commission's Report would have met with the hostile reception accorded to it but for the fall of the dollar. Does not that serve to indicate that the popular objection was not so much to the granting of higher pay as to the placing of an unwarranted burden on the public? If the dollar had remained at a high level, the increased salaries could have been granted without any recourse to fresh taxation. We have authority for that statement in the despatch which Sir Cecil Clementi forwarded to the Secretary of State in January of this year when he pointed out that on the figures for 1929 it would have been possible to meet the full cost of the Commission's scheme and still to have shown a surplus at the end of the year. In passing, it might be asked whether Civil Servants would have been so keen on securing the adoption of the Commission's proposals but for the fact that the dollar has dropped since the Report was issued. We have a distinct recollection of considerable dissatisfaction with the recommendations when, with the dollar much higher than it now is, they were made public.

There are many other aspects of the question which could be touched upon; but considerations of space preclude us from going into these in detail at the moment. It will be admitted that the present situation has been created solely by the decline in the sterling value of the dollar; that is at the bottom of the whole muddle. It was surprising, therefore, that only one of the speakers on Thursday referred to this point. Mr. Silva Netto showed that the unsatisfactory state of affairs must continue unless some measure of currency reform is undertaken. The Government would automatically solve the problem with which it is faced. For that reason, we should have thought that it would explore every conceivable avenue towards this end. In conclusion, we can only hope that the fact that there has been solid unofficial opposition to the salaries scheme will be strongly represented to the Secretary of State, in order that the authorities at Home may know that the public is no party to a scheme which involves fresh hardships on the community at a time when conditions are already irksome and burdensome in the extreme.

Mr. Baldwin Refuses.

Mr. Baldwin's refusal to co-operate with the Prime Minister on the question of unemployment will create no surprise anywhere, for while Labour insists upon free trade and recoils from each and every suggestion of protected industries, the Conservatives are strong for safeguarding. Mr. Baldwin's attitude is not at all difficult to understand. If a physician were to be called in for a consultation and was told by way of a preliminary that the other doctors entirely disagreed with his methods of treatment, his response to the invitation would be that unless his advice was received with an open mind a consultation would be a waste of time. Active co-operation between Labour and the Conservatives on any major

DAY BY DAY.

LOVE, IN FRANCE, IS A COMEDY; IN ENGLAND, A TRAGEDY; IN ITALY, AN OPERA; AND IN GERMANY, A MELODRAMA.—*Lady Blessington.*

It is notified that the name of the International Traders Limited, has been struck off the Register.

It is notified that the Hon. Mr. E. D. C. Wolfe, C.M.G., resumed duty as Inspector General of Police and Chief Officer, Fire Brigade, on 16th June.

News has just been locally received that a divorce was granted in the Courts at Sonora, Mexico, on June 10, to Mr. Augustus Brostedt, of Hongkong, on the grounds of incompatibility and the fact that the parties have been living apart.

The Victoria Cross awarded in 1861 to Lieut. Burslem was withdrawn at £48 at Hurcomb's on May 22. Lieut. Burslem was in the 67th Foot (now the Hampshire Regiment) in the China Campaign and swam the ditches at Taku Fort. He was severely wounded as he went through an entrance in the wall.

In order that a complete list may be maintained for record purposes, it is requested that those ladies and gentlemen resident in Hongkong, other than those now serving in His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, will inform the Chief Clerk, Colonial Secretariat, unless this has already been done, within 14 days.

Paymaster Rear-Admiral James Bramble, C.B. (retired), who died at Ensworth, Hants, on May 25, at the age of 80, was chiefly known to older generations of naval officers by his book, "Promotion and Retirement," which appeared annually from 1891 to 1914. In Sept. 1874, he began his long series of staff appointments, with Vice-Admiral A. P. Ryder, Commander-in-Chief in China, on board the Audacious.

The London Gazette of May 23, contained the following: Foreign Office announcements.—Jan. 1.—The King has appointed the following: K. W. Tribe, Esq., to be one of His Majesty's Vice-Consuls, First Grade, in China. April 18.—The King has approved of the following:—Senior Don Patricio Smart, Consul of Chile at Hongkong. The London Gazette of May 27 announced that the following Foreign Office appointment had been approved.—Mr. G. B. Lane, as Vice-Consul of U.S.A. at Hongkong.

issue is utterly out of the question. Yet it is of supreme importance that there be co-operation in Britain's Government. It is then to the Liberals to which we must look. Mr. Lloyd George's acceptance of the Government's offer has been spontaneous and sincere. Mr. Lloyd George can provoke a political crisis at almost any time he wishes, but usually far-seeing, he has realised and still realises that a new political storm in England this year is not only undesirable but must be avoided. There is now every hope of fruitful Liberal-Labour co-operation and the next step is for a bold adjustment of the Government's unemployment policy. No one can defend the present extravagance of doles for the passive support of idleness and yet those who cannot find work must have some means of support. The first question is then how the millions now being poured away in doles can be utilised to better purposes without inflicting hardships on those who want to work but cannot find work. The measure of co-operation achieved between the Liberals and Labour is largely on unemployment, but we maintain that the understanding should be considerably deeper. Britain cannot afford at the present time any major domestic controversy. Whether the present Government is the best possible matters little. It must be kept in office this year at any rate, for the settlement of momentous questions. Looming largest is India which will not fail to take due note of and give due weight to the majority of the Government in power on important divisions. A Home political crisis this year would disrupt much of the progressive work already done in connection with urgent world affairs, to say nothing of its effects at Home at a time when the prime needs of the moment are a bolder unemployment policy and a continuation of the efforts to stimulate British trade.

A HOUSE OF MY OWN.

A Dream of What Might Be.

In my time, which has not yet been very long, I have lived in many houses—not less, I should say, than forty—not to mention the numberless flats, apartments, hall-bedrooms, suites, pensions, hotels, taverns, shanties, shacks and tents in which I have at various times and for sundry insufficient reasons hung up my hat and installed my typewriter. And this is what I feel obliged to say, when I look clear back to the small farmhouse in the country where I began, and think my way down the whole dreary list, each of my many abodes has seemed to me less satisfactory than the preceding.

This remark must not be thought to imply that what I have sought and missed in my successive residences in anything like splendour, grandeur, or the latest "modern conveniences." On the contrary, one of the main objections I have made to most of the houses I have known has been precisely that they were not simple and humble enough. But this has been my outstanding criticism of them all: they were made for other persons. A man's house, it seems to me, should express the man himself, just as his raiment should also do. The houses I have thus far inhabited have all been ready-to-wear. Not one of them has been cut to my measure. I have been lost in houses too large for me and cramped in houses too small; I have been harassed by radio programmes that pierced my floors and by piano music that seeped through my ceilings; I have been next neighbour to a metropolitan fire station, and I have lived on a street-car line. All the graces and the endurance of character that can be attained by this sort of discipline are now mine. I have accepted for many long and noisy years such domiciles as society provided for me and thought that I should occupy. Now I am going to please myself.

The little house that will fit me, when it is completed, like an old coat of rusty homespun, is growing at this moment, rather by rafter, in a certain secret and hidden ravine of the Berkshire Hills. I have dug the pit where my own hearthstone will soon rest. I have carried and piled a few of the stones that will soon be warmed by my own fire. These things I have done, not so much with the idea of being slightly helpful as for symbolic reasons and in order to convince myself that the little house is to be indeed mine.

Few others, to be sure, would care to claim it; for it will be as unlike the homes that most of my contemporaries inhabit as can well be imagined. For one thing, it stands four or five hundred yards from the road, and that road itself is utterly uninviting except to the most leisurely of exploring pedestrians. For another thing, it rests upon a gigantic boulder which overhangs a brook. No sounds from the outer world ever reach to it, there is no other house to be seen from any of its windows, and for traffic there is nothing but the swift scampering of chipmunks and wood-mice among the ferns in the ravine below. From my bay window I shall have for prospect only certain little pools in the brook below me, each of them mirroring a mossy rock or a hemlock tree or a tall blue iris. The hemlocks will surround me there, a hundred sentinels in green to turn the world away, and my music will be their day-and-night-long humming. Clearly, this is not to be what is elegantly styled "an eligible residence." So far as I am aware, there is only one man on earth who could be blessedly content to spend the rest of his days in such a place. I am that man.

My house is to consist of one large room and a small kitchen. On the outside it will be covered with hemlock slabs, and it will be decorated inside with the same material. Its hearth and chimney will be made of rough field stone collected on almost the spot on which it stands, and if my hopes are not defeated the small building will look, after a year or two of weathering, as completely a portion of the landscape as the huge and ancient boulder on which it rests. If I were not fairly sure of this—sure of being able to slip this tiny human envelope into nature's bosom without being detected—I should never have intruded upon a scene that has been maturing toward its present perfection for uncountable centuries.

I hope there will be not one white frillum the less because of my coming when early June adorns that small closed valley, and that not a single violet will be displaced. I say to the hemlock sentinels, "Be kind to this small cabin; for it is of your own quiet nature." I say to the brook, "Sing softly below this hearth, for it is composed of your own children." I shall welcome there the winds and the sun and the rain and the snow, together with every drift of hurrying homeless leaves, just as the boulder has done for the thousands of years before I came.

And you, great grey-blue boulder, you who have borne the terrible grinding weight of the glacier, have patience to bear the little weight of the man who comes to rest upon your strength, it can be but for a little while.

At least the name of my nearest neighbour, although I have not yet seen him, I already know—and this is more than I have usually been able to say of my neighbours in city streets. A red fox, discovering before I did the residential advantages offered by the boulder, has already established himself in a crevice some ten feet below the bay window where my writing table will soon stand. Never yet, so far as I am aware, has anyone felt it necessary to move out of any district because of my moving into it, and I think I may justly lay claim to being a good neighbour, at least to the extent of leaving those who dwell near me to their own devices. I strongly hope, therefore, that the fox will stay on, and if he sees fit to educate a litter of cubs among the ferns below my door, why then I say so much the better, because I have already seen a family of young wild foxes at play and should like to repeat the experience. It is true that foxes do not enjoy a good reputation among the farmers round about, but then, neither do literary men. If I say nothing about an occasional chicken that my neighbour may bring home for supper, I can depend upon him to say nothing about the occasional book that I may write here, and so we shall get on very well together. Neither he nor I will be going in very strongly for publicity. Like all good workmen, we shall let our work speak for itself.

Three chipmunks at least, and probably a dozen more, have also found lodgings in the cracks of the boulder. These neighbours insist upon being seen. Before my fireplace was dug they came to call, wonderfully dressed in their new springtime finery, and quite as inquisitive about the newcomer as the ladies of a country district usually are when a stranger appears among them. Nearer and nearer they drew, drinking in every detail of my aspect and movements in long steady eye-falls, and then, when they had collected so much information that they could hold no more, they ran off down the rock to their crevices, where I could hear them discussing me for an hour in voluble squeaks and quavers. Then they came up again and sat about on my planks and slabs and eyed me with a sort of incredulity.

I find that it is quite impossible to outstare a chipmunk or to make him in the least self-conscious. Apparently he does not see one's eyes particularly, as a dog does; he sees one all over, and all at once.

All that we lack now, in order to complete our company, is a wood thrush, and as I hear one singing at dawn and twilight in a hemlock just across the ravine I do not despair of winning him to join us when he sees how well we get on. For we shall need a singer to perform our vespers and orisons. The fox, I suspect, allows his thoughts to run too much upon chickens, and I, certainly, shall think too much of books unless I have such companionship. Wherever the wood thrush sings, that place is holy.

(Continued on Page 7.)

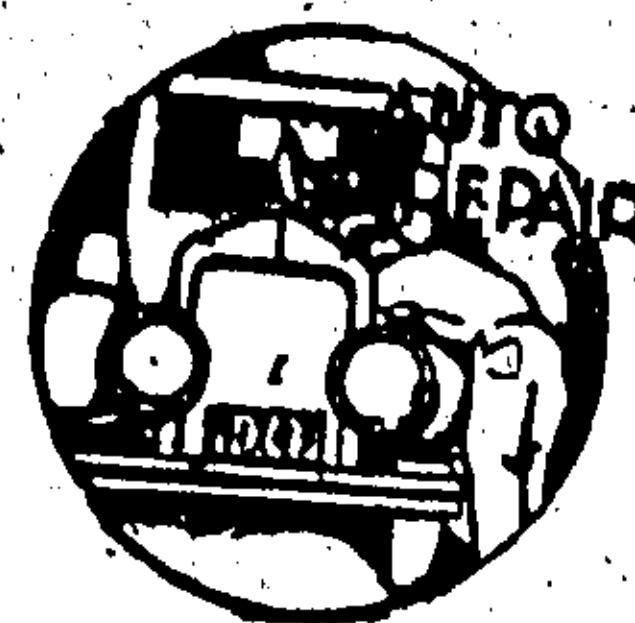
WHO WAS— BRUTUS?

Brutus was Caesar's friend, who yet led the conspiracy against Caesar's life. According to Mark Antony's generous tribute, Brutus was the noblest Roman of them all, but modern critics tend to set aside this judgment. They accuse him of being an intellectual prig, for ever preening himself upon his immaculate virtues.

Having dispossessed Brutus of his proud reputation, the critics go on to exalt Caius Cassius, whom they describe as a very much nobler man. They point out, moreover, that Cassius was right and Brutus wrong about the choice of Philip as the site of the big battle against Mark Antony's forces, where in both lost their lives.

Be that as it may, Brutus was one of the most interesting of Shakespeare's creations, ranking second only to Hamlet in intellectual attainments. Many people, indeed, believe that in some respects Brutus and Hamlet were portrayals of Shakespeare's own mind.

You will not need to be told that Brutus appears in the master-dramatist's great play "Julius Caesar."



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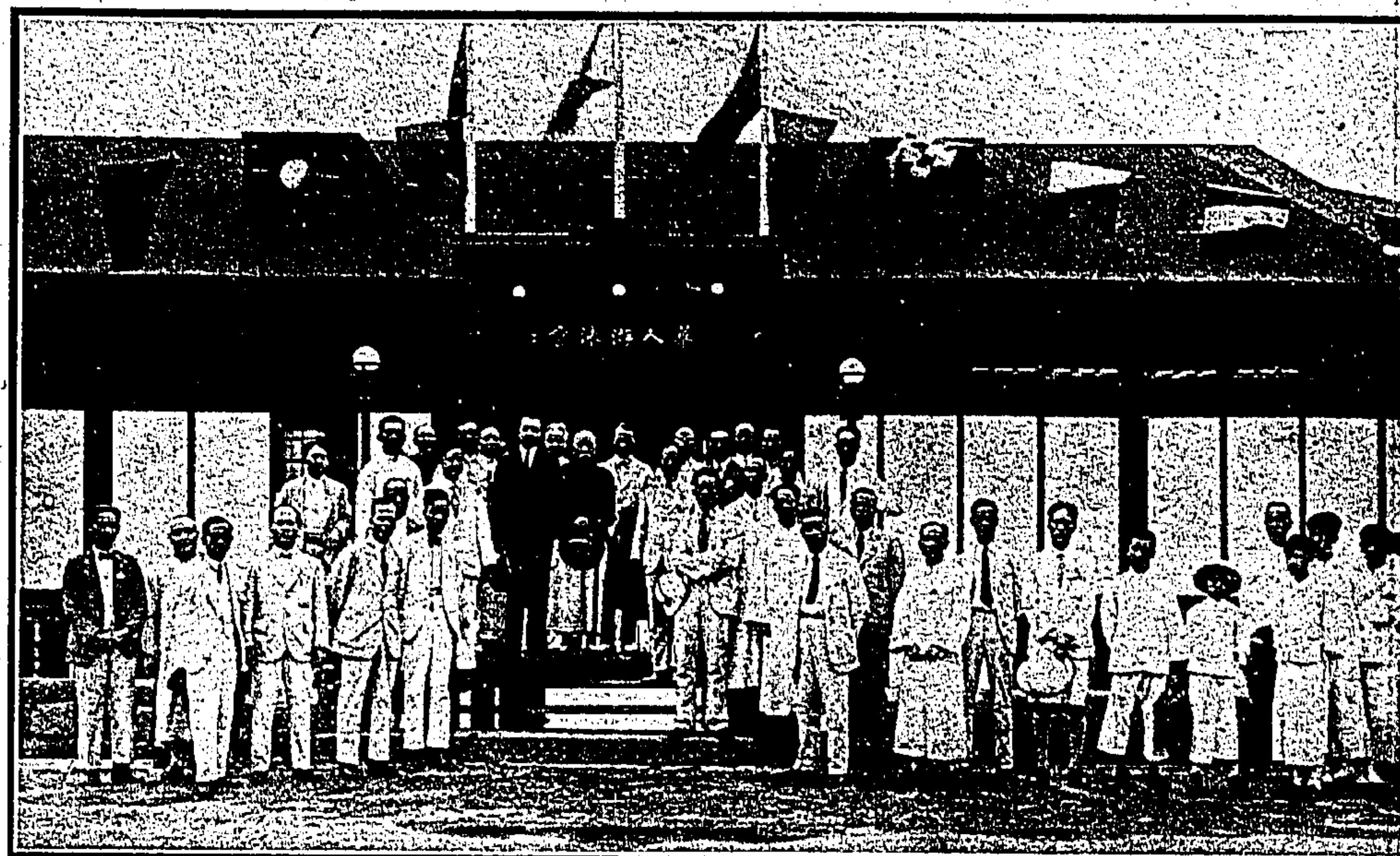
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THE HONGKONG HOTEL
GARAGE.



Photo shows the two football teams comprised of members of the Chinese staff of the Peninsula Hotel, who met in their opening game on Thursday of last week. Seated in centre, left to right, are Mr. Ho Tim (Chinese superintendent of the Peninsula Hotel), Mr. P. Suckling (General Manager) and Mr. Lai Yim (compradore of the Peninsula Hotel). Photo by Mee Cheung.



This group was taken on the occasion of the recent opening of the new pavilion of the Chinese Bathing Club at North Point. The premises, which will serve some 1,500 members, cost \$30,000 to construct. (Photo: Ming Yuen Studio).



In the above group are seen students of Queen's College who were entered for the Matriculation Examination, together with Mr. J. F. de Rome, Headmaster (fifth from left in front row) and class masters. (Photo: Mee Cheung).

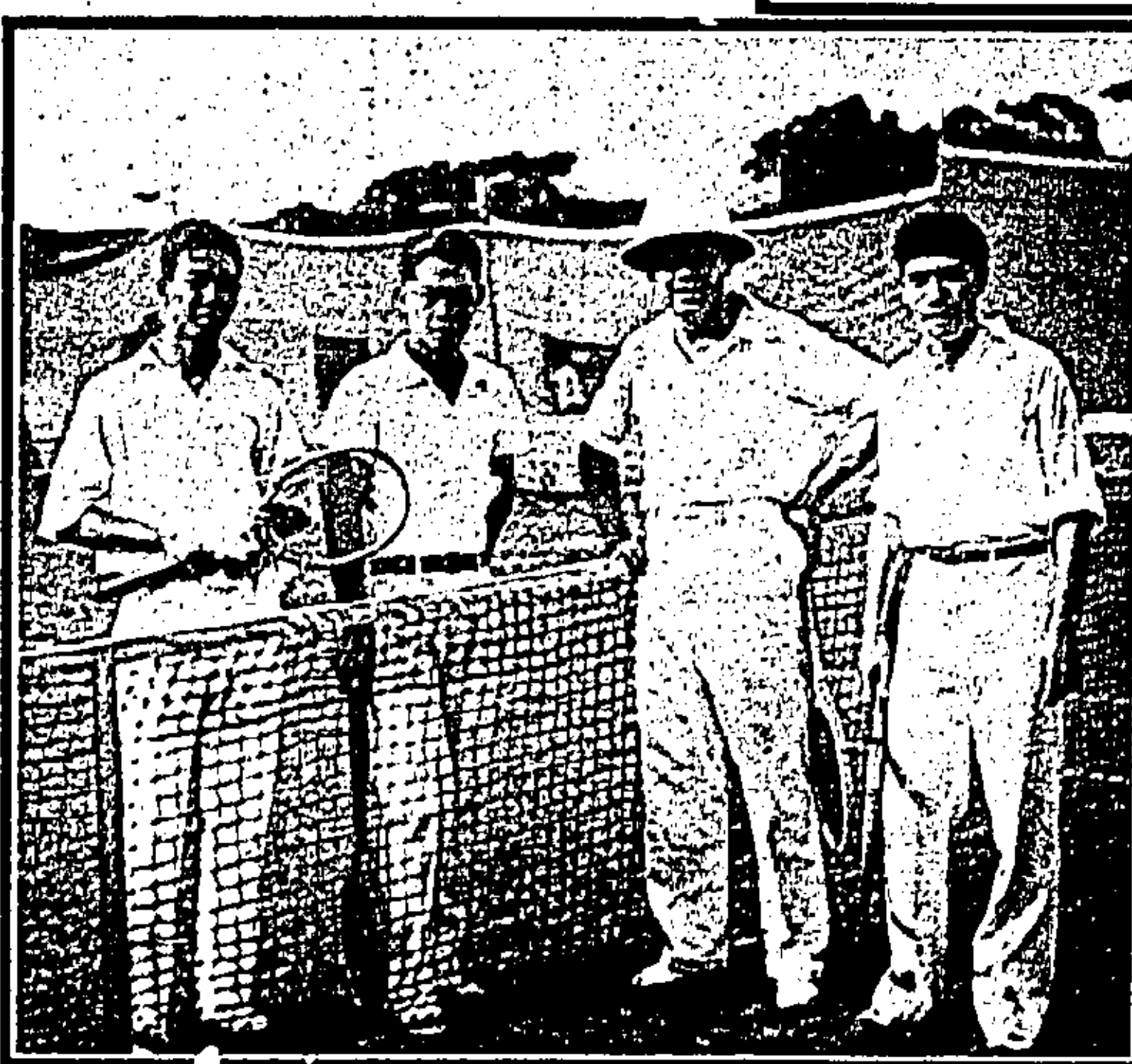


Mrs. Priestley leading in Fair Sport (Mr. Backhouse up), winner of the Lantao Handicap, "B" Class, on Saturday. (Photo: Mee Cheung).

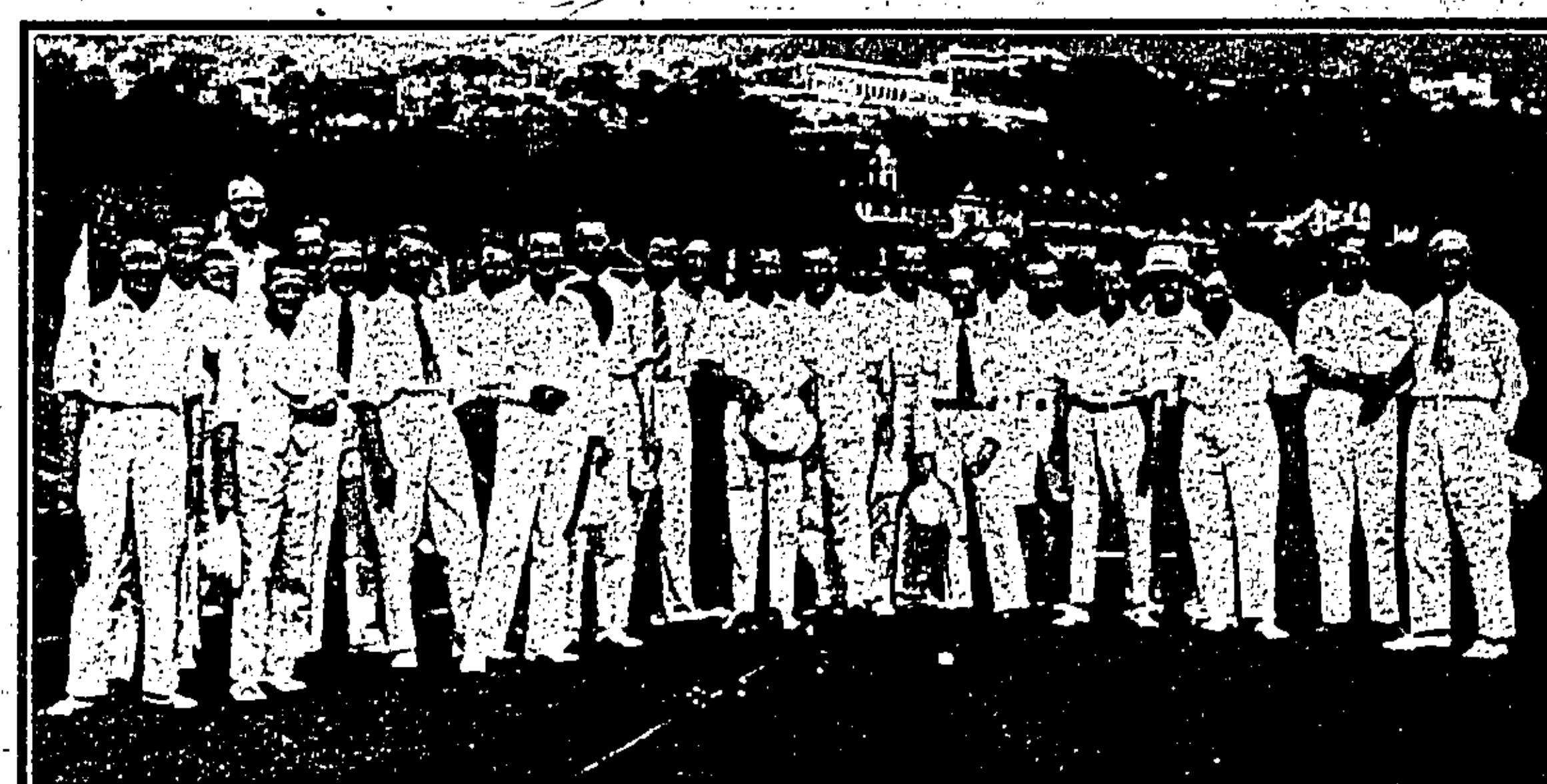
Miss Pamela Scott Harston leading in Spearmint (Mr. Heard up), winner of the Lantao Handicap, "A" Class, on Saturday. (Photo: Mee Cheung).



Mr. R. Tanaka, Minister of Education, speaking at the opening of the Far Eastern Olympic Games in Tokyo recently. (Photo by courtesy of the Consul-General for Japan in Hongkong).



In an exhibition game at the K.C.C. on Saturday, F. Aragon, the Philippines champion, and E. C. Fincher met the Rumjahn cousins but were defeated. Left to right:—S. A. Rumjahn, F. Aragon, E. C. Fincher, H. D. Rumjahn. (Photo: Mee Cheung).



Players who took part in the Lawn Bowls League match between the Police and Kowloon Dock on Saturday. The latter won by the comfortable margin of 44 shots. (Photo: Mee Cheung).



An interesting group taken recently in Swatow on the occasion of the retirement, after 38 years' service, of Captain Pennefather, of the China Navigation Company. The occasion was a quiet little function with the Chinese staff of Messrs. Butterfield and Swire as hosts, during which a presentation was made to Captain Pennefather, who is seen seated ninth from the left.

QUEEN MARY VISITS NURSERY.



The Queen recently paid a visit to Deptford to open the Rachel McMillan College, the foundation stone of which was laid by Lady Astor. The College gives training for nursery school teachers, and adjoining is a nursery school where proper care is given to children whose early years were spent under conditions in which health was impossible. Our photograph shows Her Majesty with some of the children in the playground. (Times copyright).

PRIZE PLAY AUTHOR.

Studies Life, Not the Theatre.

The man who wrote the Pulitzer Prize play rarely attends the theatre.

Nor does Elmer Rice have friends among theatrical folk. He believes that watching life will be vastly more valuable to a playwright than watching other people's plays. And he feels uncomfortable among stage figures. He runs at the very mention of celebrities and is to be found—if ever found in public—in small groups of writers or sitting quietly at a concert.

Also he has had the unique experience of seeing, in a single season, one of his plays become the outstanding American success of the season and another fall dismally in an out-of-the-way little theatre.

While "Street Scene," the prize winner, was playing uptown, a little group resurrected "Subway," which he wrote a couple of years ago and was unable to sell. Rice believes "Subway" to be a play of considerable importance, yet he never was able to get a producer interested in it. Critics averred that had it been put on a few seasons back it would have been a



success. It suffered, they said, from the passage of time and consequent changes in modes and manners.

"Street Scene" had been peddled about for nearly two years before William Brady took a chance at it. Almost every producer, including some of the most astute, had kicked it out. Rice insisted on directing his own play—and finely directed it was.

He never has belonged to the conventional group of playwrights; nor has he ever surrendered to the usual dramatic formulas.

At present he is working with Deems Taylor on an operatic version of "Street Scene." The first of two plays he hopes to produce next year will be "Life is Real," which he says is a comedy.

In spite of the fortune he has made from his prize winner, Rice has no intention of becoming "quick

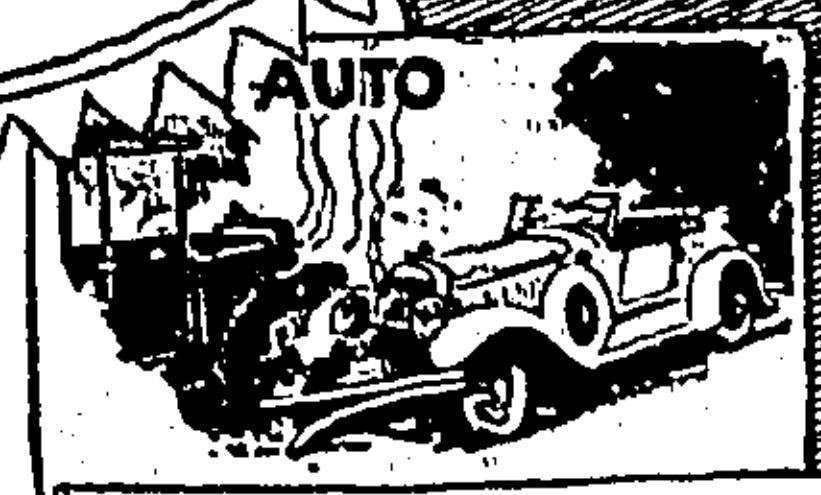
rich." He enjoys the retirement of an elaborate library, for he is a profuse reader. And he is but 36.

Not the least interesting commentary upon any closing season concerns the number of just fair-to-middling plays that survive. Hundreds start, and but a few finish.

Thus a play which has a great many things the matter with it is "Courage" . . . yet it has joined the ranks of the most successful, having run since early winter. Therein were two good performances: one by Janet Beecher, a seasoned and excellent actress, and a boy player by name of Junior Durkin, who a real discovery.



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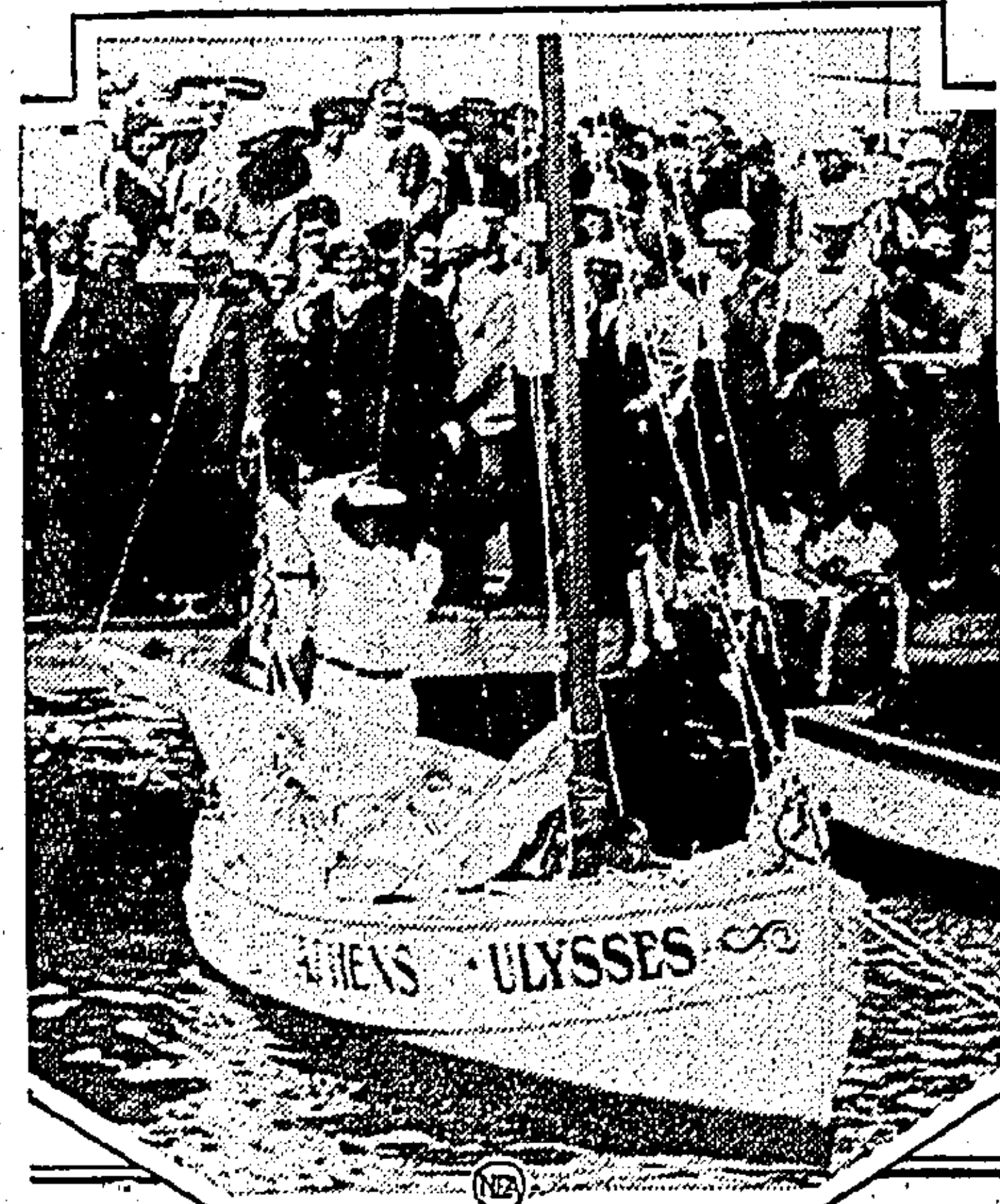
TYPHOON



BURGLARY



A 5,000-MILE VOYAGE. Greek's Attempt in Small Boat.



Miami, Fla., May 10.

In a 16-foot sail boat, named the "Ulysses" after the Greek hero, Nicholas George Gongopolos, a sailor, has set forth from here on a solitary 5,000 mile voyage to his home in Athens, Greece.

The lone mariner sailed away from here in a specially constructed boat. It is stoutly built, the oak ribs being only five inches apart. The cedar planking is copper riveted and bronze bolted throughout. Seamen who inspected the craft testified to its seaworthiness.

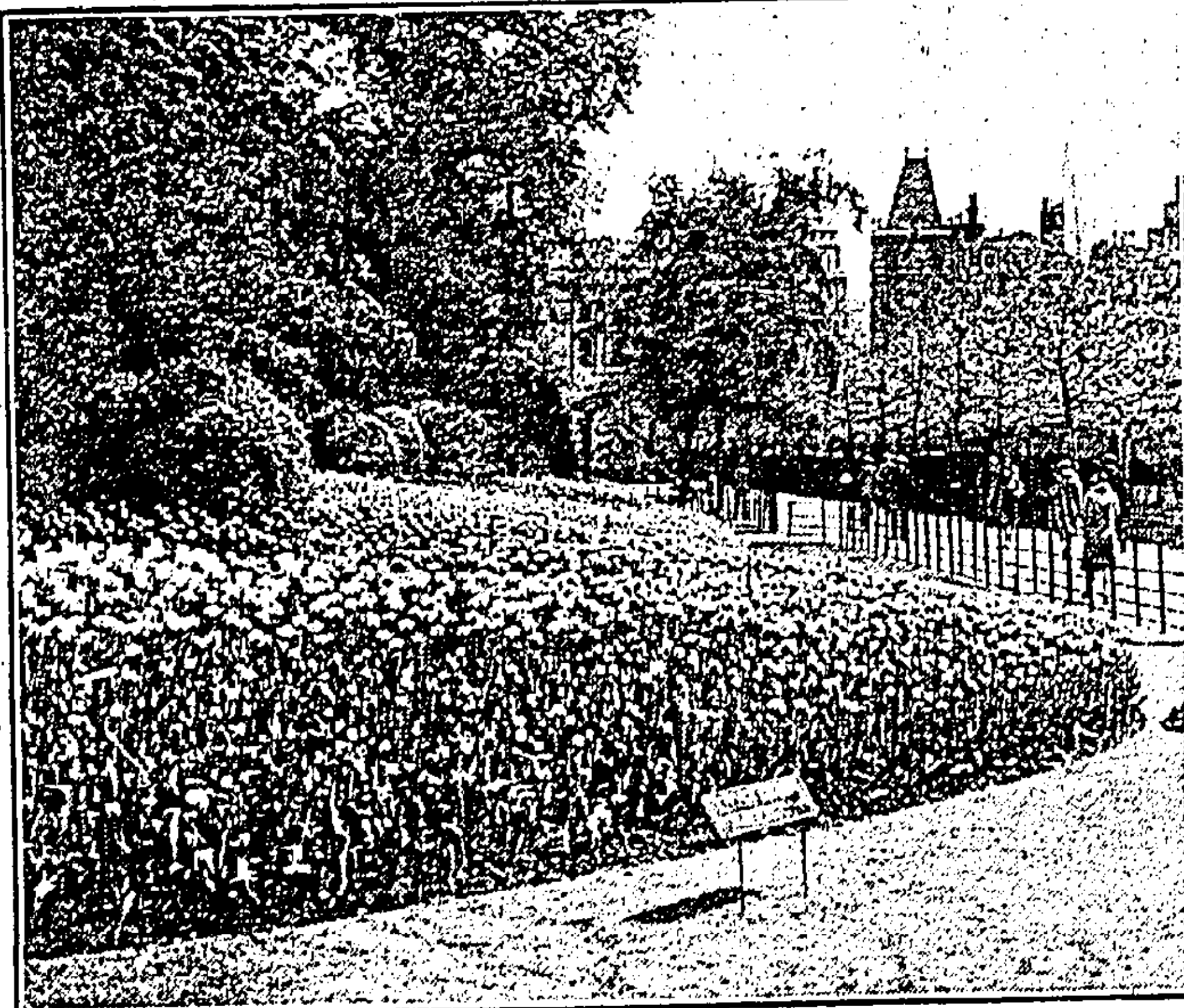
Fresh water may become a problem if the little craft is blown

off its course and delayed many days. Copper tanks carry a total of 75 gallons, and allowing two quarts of water per day for drinking purposes, the adventurous mariner has a supply sufficient to last him 160 days. Some sailors urged him strongly to take more water, but Gongopolos was sure he would be able to make Bermuda, and then the Azores before any shortage of water was apparent. He hopes to arrive in Gibraltar in from 60 to 70 days, and complete the entire journey in less than 120 days.

Gongopolos declared that patriotism was his only motive for making the journey.



Billie Dove (left) with Kay Francis. They are featured in "A Notorious Affair."



The London parks and gardens presented a brilliant show of spring flowers during May, there being some 200,000 British-grown tulips in bloom. Our photograph shows a bed of these tulips in St. James's Park, where they made a bright splash of colour against green lawns and shrubs. (Times copyright).



Photo of the official opening of the Shanghai Police and Hongkew Bowling Clubs taken on their Greens at Hongkew Park. A pick-up rinks game was played between the two clubs. Mr. J. E. Wheeler and Mr. J. Souza skipped the winning rinks. After the game, spoons were presented to the winners by Mr. J. Souza, who made a very pleasant speech and complimented the Police on their good play. Mr. Wheeler suitably replied.

Sweet Frocks For Graduates

Just as important as her diploma
are the clothes that she wears
during commencement festivities

by Julia



I. for informal afternoon exercises this crepe Roma frock of pastel green with openwork sleeves and yoke is an excellent choice.

all frocks from Henri Bendel, New York.
shoes from Delman, New York.



I HOPE every last one of you "sweet girl graduates" this May and June make absolutely sure that you really do look sweet on that important occasion called commencement.

I think most of you need a bit of chiding about your fear of looking just nice and sweet and young. Why should you look anything else when you've just finished school and the whole of life lies ahead of you?

You have years and years ahead to look arrestingly smart, and years and years to look distinguished and sophisticated. Do be sensible and realize that these are the only years in your whole life when you can look just "sweet," and because of it get the world with a fence around it without lifting a finger to fetch it!

MOREOVER, my dears, as a matter of record, it no longer is stylish to look blasé. Whether you are bored to pieces or not with the commencement exercises, and the guest speaker, you should register youthful enthusiasm and, above all, be sweet.

All the world is playing up to your young charm this spring. I suppose you will agree with me that there never could have been such positively lovely and fresh-looking little frocks before.

Have you seen the newest little graduation dresses? Many of them, like the bridal gowns this year, have delicate coloring in faint pinks, greens, baby blue and maize.

AS for materials, if you have any preference, just speak up, because I'll wager we can find it right among the models in the first store you happen to enter. I have never seen a wider range of graduation materials—voile, organdie, point d'esprit, lace, chiffon, flat crepe, dotted Swiss, mousseline de soie, georgette, and all the other crepes.

Of course the kind of school you are leaving determines your dress, more or less. Just in case you do not know it, and for consolation to you who may have been feeling that you wanted a fussier dress than your family can afford, I should like to emphasize the fact that the smarter and more exclusive the school, the simpler the graduation frock. I should suggest that this inverse ratio of intricacy to exclusiveness is a good one to hold before your eye. It is what I have told you before, the more elegantly simple, the more superbly chic!

I. FOR you girls who are leaving high school and whose classes hold their graduation exercises in the afternoon, have a little sleeveless frock of handkerchief linen or other fine material that is semi-dressy.

A little crepe Roma frock in pastel green is an excellent choice. It is made with an intricately cut openwork yoke and short sleeves, and the same design around the hips of the skirt. Below this the skirt flares in even length to midway between the knees and ankles, the place where all the best little informal skirts end.

This frock has a very graceful swing to it and can be worn a great deal to informal parties later on. It is pretty in white, quite as pretty as when made in color.



II. hand-seaming, long flaring lines and a spray of flowers over one shoulder add charm to this organdie frock for formal graduation.

II. FOR the very formal evening graduation, pick a dress that will be a party dress later. I suggest a silk organdie one, or even a regular organdie. I found one Chanel model that is a knockout. It has long, flaring lines, fine hand-seaming, and a spray of flowers over one shoulder. You see, you might wear your cap and gown when you cross the platform to get your diploma. You will emerge from it a veritable flower of loveliness for the dance that follows, if you do pick on this.

It has an unusual squarish decolletage, a tight body line and flaring skirt that dips on sides and the back. The slippers are brocaded T-strap sandals, with gold and silver edgings.

III. IF you look stunning in pink and are not afraid to say so, a handkerchief linen model is charming. It is a delicate flush pink, hardly off-white, yet far more becoming than a dead white to certain of you.

It has its bolero line marked by open seaming, in fagotting or hemstitching, or by piped seams, and it has a semi-fitted line to it that is an excellent idea when you really have a good little slim figure. The collar is young, too, and if you've decided to take my advice and be sweet and young, this is a dress that you will do well to look at twice.

The ideal shoes for it are some of the hand-embroidered linen ones, in exactly the same color tone of your dress, with trimming the same shade. The flowers, of course, you can have deeper or an entirely different color, whatever you want.

IV. If you are graduating, at what the world calls "high noon," though it really is 11 o'clock in the morning, I suggest a long-sleeved frock of clever cut, in a delicate off-white flat crepe. One that is intricately cut in triangles that would do credit to a geometry shark, is made with sweet bows at the wrists and front and an unusual bolero that swings loose under the arms, but joins the skirt at waistline in both front and back to dip into a deep pointed panel. For wear with it, off-white kid shoes, with collars and T-straps in a deeper color and in gold are pretty. Of course the whole outfit can be dead white, if you are a conservative.

V. PERHAPS the most ethereal looking graduation frock I have discovered is a Chanel dress for an afternoon ceremony that is made of the new figured silk organdie. It has delicately outlined gold leaves on a white background, and all of the tiers, the sleeves and the neckline's outline are finished with the leaves outlined by hand for a finish.

It would make any one of you look fragile and young and altogether wistful and charming. Its little tight bodice above its flounces is very flattering to your slender little figure, and the very narrow little sash marks a natural waistline.

Silk organdie is going to figure prominently in summer wardrobes this year, as it combines youth, grace and dignity with a subtle feminine charm. It will serve a dozen purposes this summer.



V. figured silk organdie in delicate gold and off-white with leaves edging the flower makes this wistful commencement dress.



IV. a bolero that swings loose under the arms features this long-sleeved gown for high-noon graduation.

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FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.B., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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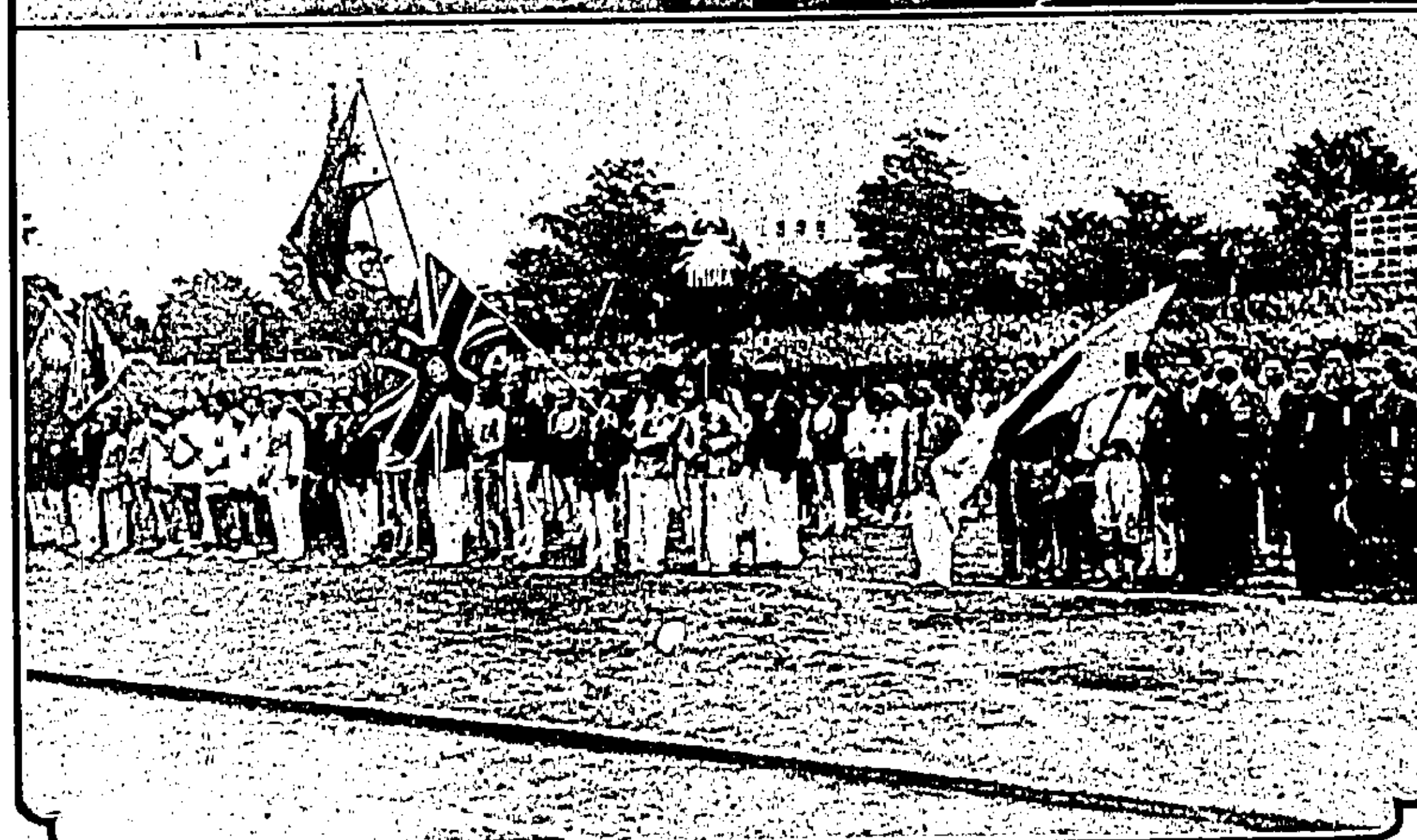
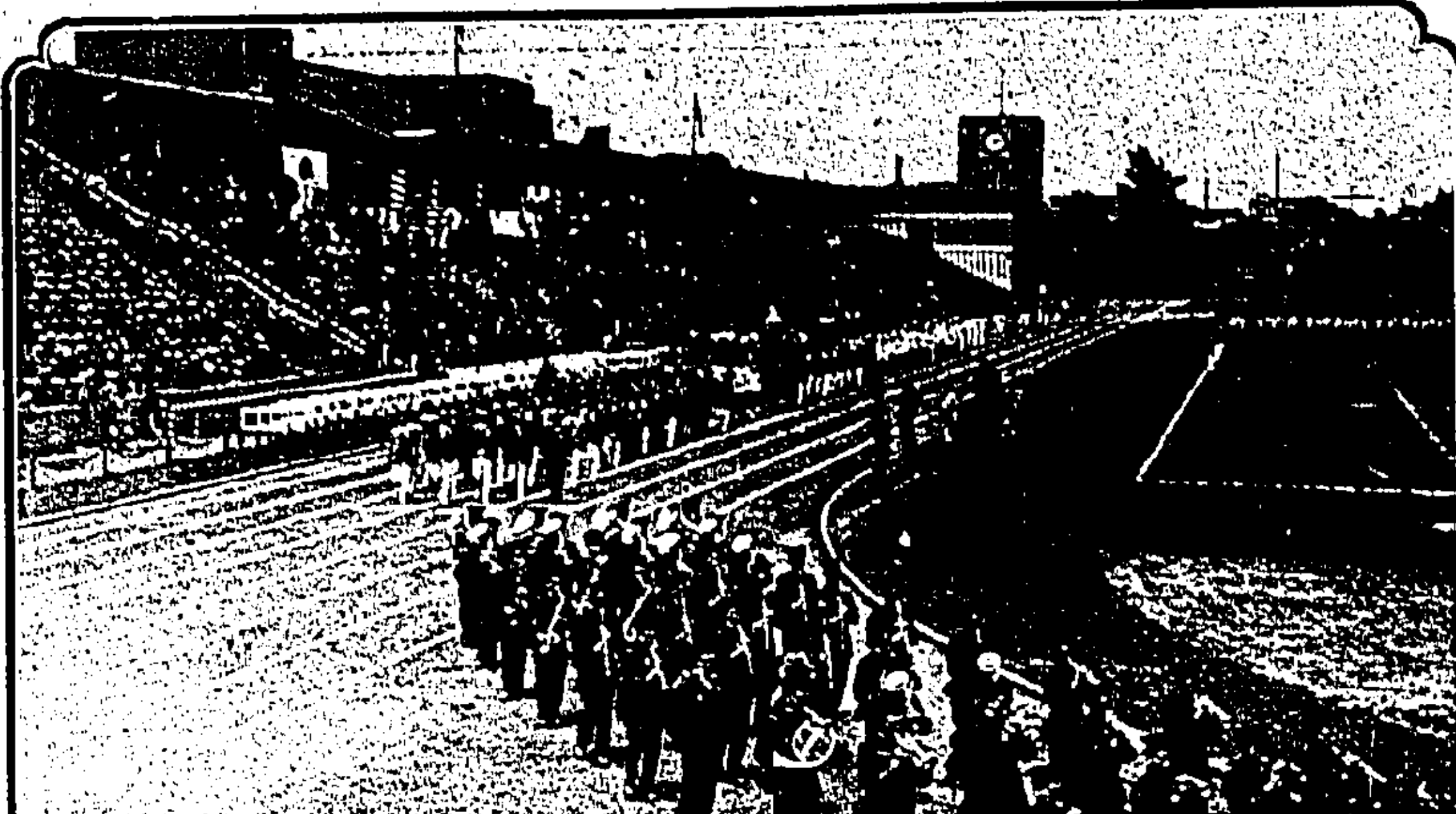
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HONGKONG.



The Far Eastern Olympic Games at Tokyo. Top, the athletes parading; bottom, some of the competitors with their national flags. (Photos by courtesy of the Consul-General for Japan in Hongkong).



On the left is seen General Lui Woon-yim, Governor of Kwangsi, who was recently assassinated in Canton. With him is his personal body-guard who is alleged to have confessed to the crime, and who is also seen on the right as photographed in custody.



Left, Orlando (Mr. Harriman up) after winning the Whit Monday Consolation Plate; right, Empress Hall (ridden by Mr. Ip Kui-yung), winner of the May Handicap. (Photo: Mee Cheung).

TRINITY COLLEGE OF MUSIC: HONGKONG SUCCESSES.



Kathleen Mackay.
(Junior Pass).



Charlie Abbas
(Preparatory Pass).



Margaret MacFayden
(First Steps Pass).



Lily Agnes Shearer
(Senior Pass).



Helena Pinheiro
(Intermediate Honours).



Caroline Braga
(Higher Local Honours).



Maria Branca
da Costa
(Intermediate Pass).



Margaret Robson Bell
(Preparatory Pass).



Flo Grimmitt
(Preparatory Pass).



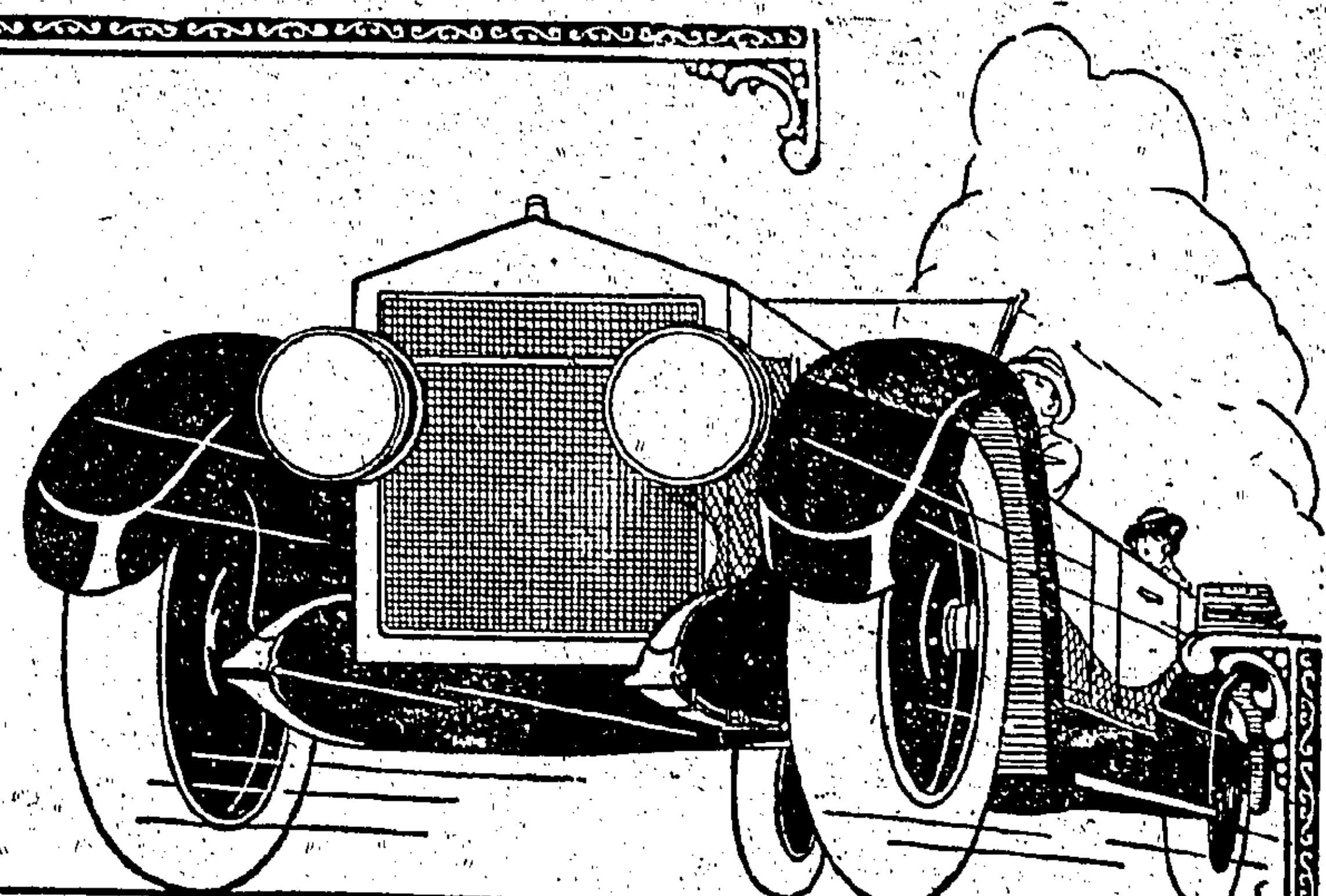
Gladys Grimmitt
(Senior Pass).



Isabel Pestonji,
(Intermediate Honours).

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 21st JUNE, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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CURRENT COMMENT

The Petrol Tax.

While it is generally agreed that a petrol tax is the fairest method of distributing the costs of road maintenance amongst all users of motor vehicles, its application as an additional tax in Hongkong will but add an increase to the already high cost of motoring in the Colony. In the main, it does not impose a very heavy burden on private owners, but when the possible effect on motor bus transportation is taken into account, there is a fear that passenger fares may be increased. The tax per vehicle is already high, and when it is remembered that the Government insists on a costly class of vehicles being used, it does appear unwise to increase the costs of operation, which in turn, the Companies concerned will be quite justified in passing on to the public. Every effort should be made to keep passenger fares down to the lowest possible minimum, and as we mention above, buses are, in our opinion, sufficiently taxed already.

Rickshaws.

Ricksha coolies are probably the most annoying of all road-users on account of the manner in which they dart across the roadway in search of fares. We trust that whenever the Traffic Police notice instances of this dangerous practice, that the licence number of the vehicle is duly noted, and the offending puller relieved of his licence. Such action should have the desired effect. Another most annoying practice is the manner in which these people take up vacant spaces on car parking stands. This should be an offence punishable by the cancellation of the licence.

A Famous Oil.

Hongkong motorists will have noticed that Messrs Robertson, Wilson & Co., Ltd., have been appointed local agents for the well-known "Castrol" motor oil, and that stocks are now available in the Colony. "Castrol" has a remarkably fine record, it having been selected on some of the world's most record-breaking performances, on land, water and in the air, the most recent of these to date being the wonderful flight by Miss Amy Johnson to Australia.

New Motor Showroom.

Owing to structural alterations at the premises recently occupied by the Hongkong Hotel Motor Department, in Queen's Road, the car showroom has been removed down to the Stubbs Road establishment. A fine showroom has been arranged, and there may be seen the various models of vehicles for which the Company is agent. The main offices in connexion with this department are also situated there, and the whole rearrangement reflects the utmost credit on these responsible.

ONE-SIDED.

French Court's Ruling.

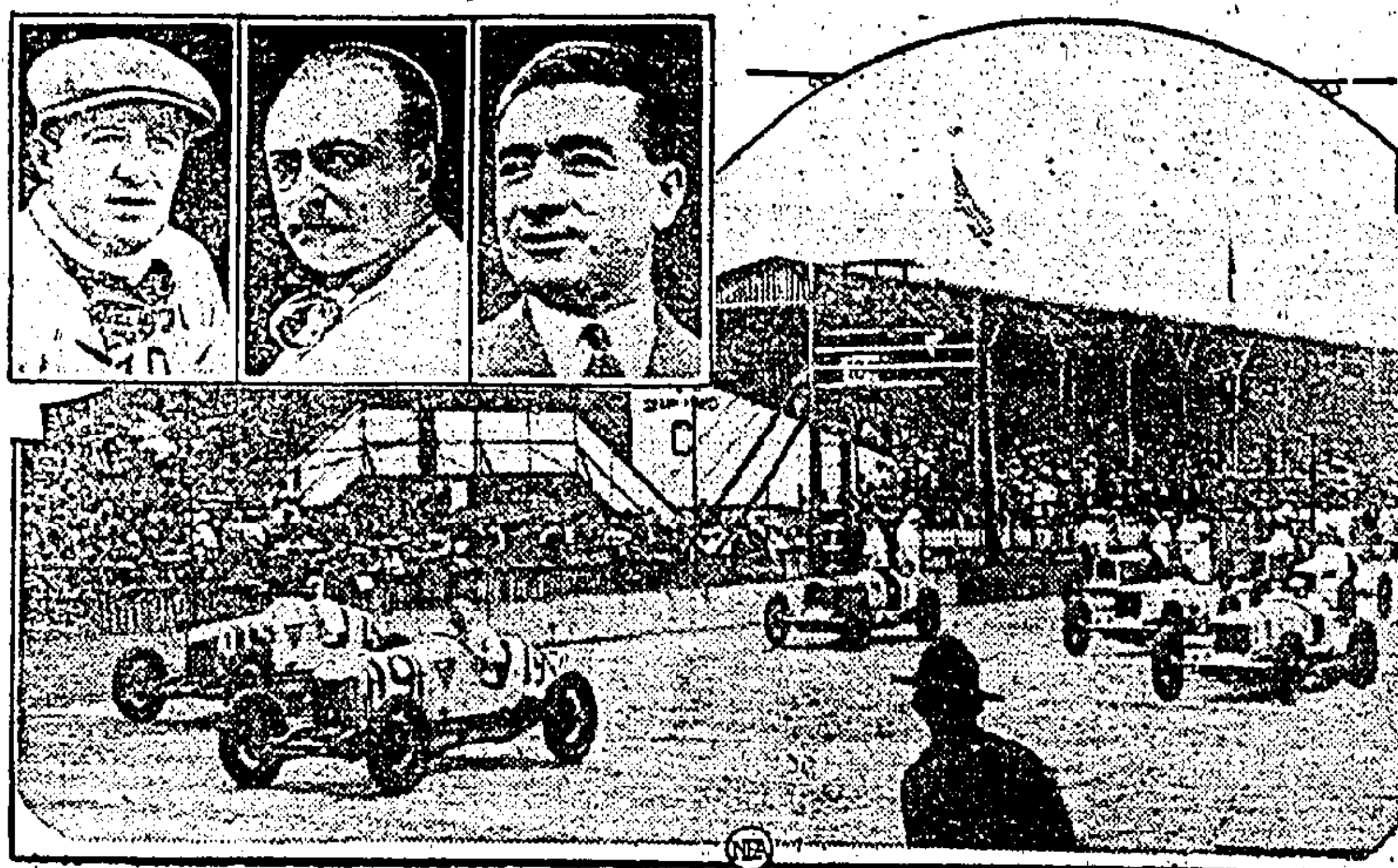
BLAMES MOTORISTS.

In police court cases arising out of traffic accidents in France, motorists are considered to be at fault till they prove their innocence.

This is a decision of the Court of Cassation, the highest court in France, which sat recently on a test case to settle what French jurisprudence in such cases should be.

Formerly it was for the victim to prove his case when suing for damages, but the increase in accidents caused the court to change its attitude on the assumption that drivers were careless.

AMERICA'S FAMOUS SPEED TRACK.



The gun and they're off! A typical start of the Memorial Day race at Indianapolis is shown here, except that two-man racers will replace the single-seaters shown. Three foreign drivers who will compete in the race this year are shown in inset. Left to right they are: Juan A. Gaudino, Argentina; Baconi Borzacchini, Italy, and Letterio Piccolo Cucinotta, Italy.

Indianapolis, May 2.—The development of an X-ray machine to detect flaws in mechanical construction of cars and the re-introduction of two-man racers will considerably decrease the chances for fatal smash-ups in the 18th annual 500-mile Memorial Day speedway race here.

X-Ray Mechanic.

The X-ray machine is an ingenious device which reveals such defects as blow holes in castings, cracks and, in some instances, shrinkage in the mechanical parts of the cars which will race around the two-and-a-half-mile saucer.

In case such defects show up in the X-ray picture, the part photographed is discarded and a new one is substituted. The latter one is also tested.

An instance in which the X-ray proved valuable in detecting flaws in mechanical construction was shown in the car entered by Peter De Paolo, winner of the 500-mile classic in 1925. An X-ray picture of electric steel castings of rockers arms for his car showed defects so pronounced that it was necessary to redesign the parts.

"We couldn't have finished the

race with those defects in rocker arms," says Fred Duesenberg, designer of Paolo's car, "and somebody might have been hurt."

Mechanics Add to Safety.

Now that the two-man racing car has come back, safety on the track will be increased by presence of the mechanic in the car. With the mechanic to take care of mechanical details, the driver can devote his time wholly to actual driving. The last two-man race was in 1925.

The mechanic can handle the fuel pump, the reserve oil tank, and can watch the rear for approaching drivers on turns and keep the driver informed on what's going on behind. He can also keep a check on tyres.

Crowds at the race this year will miss the colourful Ray Keech, last year's winner, who was killed shortly thereafter at the Alcona, Pa., saucer. But Louis Meyer, winner in 1928 and second last year, will be there in a Sampson Special, as will Peter De Paolo, winner in 1925, Louis Schneider, Tony Gulotta, "Shorty" Cantlon, Johnny Seymour, Wilbur Shaw and other leading American drivers.

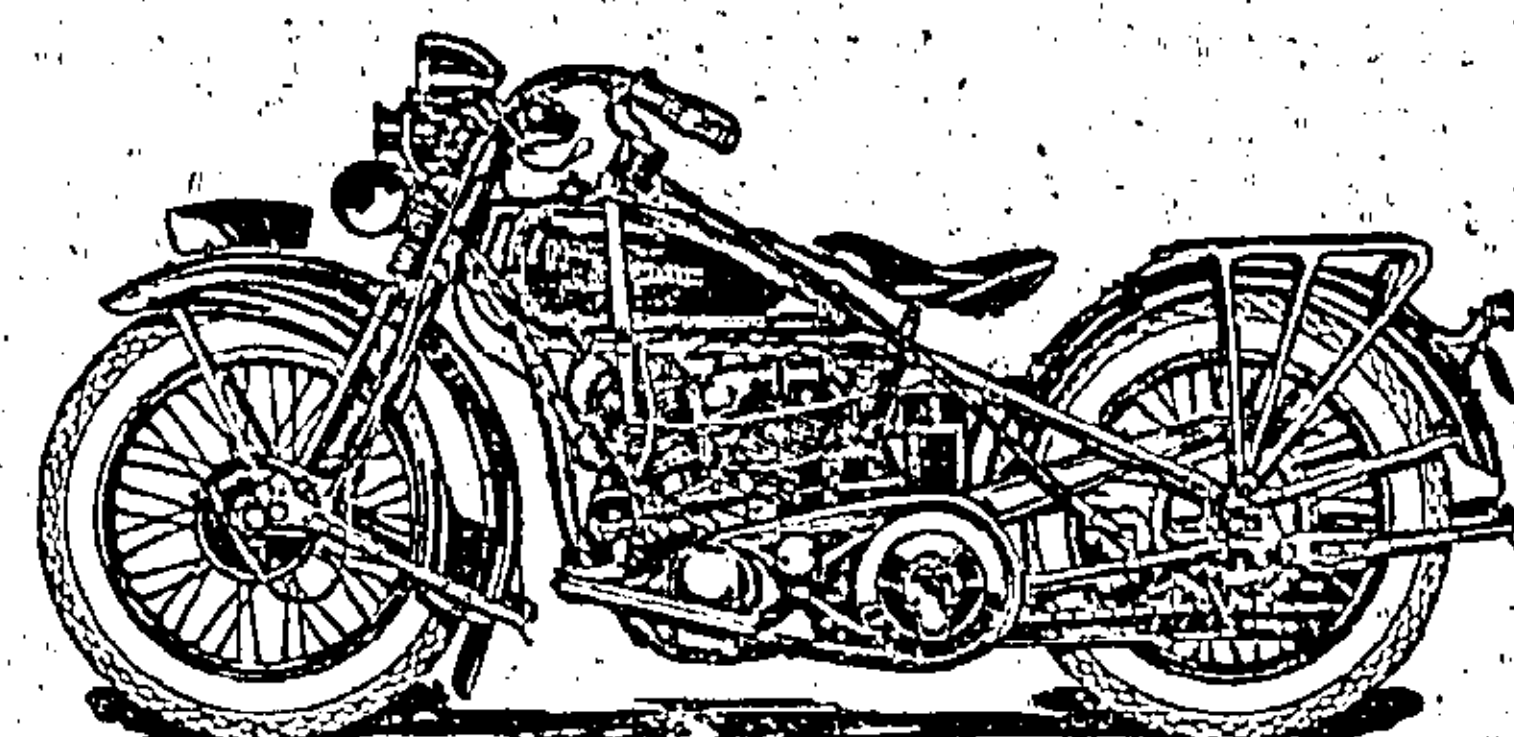
In addition to these and other American drivers new to the Indianapolis track, several foreign racers will lend colour to this year's event. Baconi Borzacchini and Letterio Piccolo Cucinotta will represent Italy, while Juan A. Gaudino travelled all the way from the Argentine to compete.

The speedway chassis here was inaugurated in 1911. Ray Harroun won it that year with an average of 74.50 miles per hour, the slowest ever recorded on the course. The highest average speed ever timed was made by Peter De Paolo, in 1925, when he flashed over the 500 miles at an average speed of 101.13 miles an hour.

Five times the race has been won by foreign built cars, and two of these wins were driven by foreign drivers—Goux and Rene Thomas. The other three foreign car winners were piloted by Ralph de Palma, Deyvis Rasta, and Howard Wilcox American drivers.

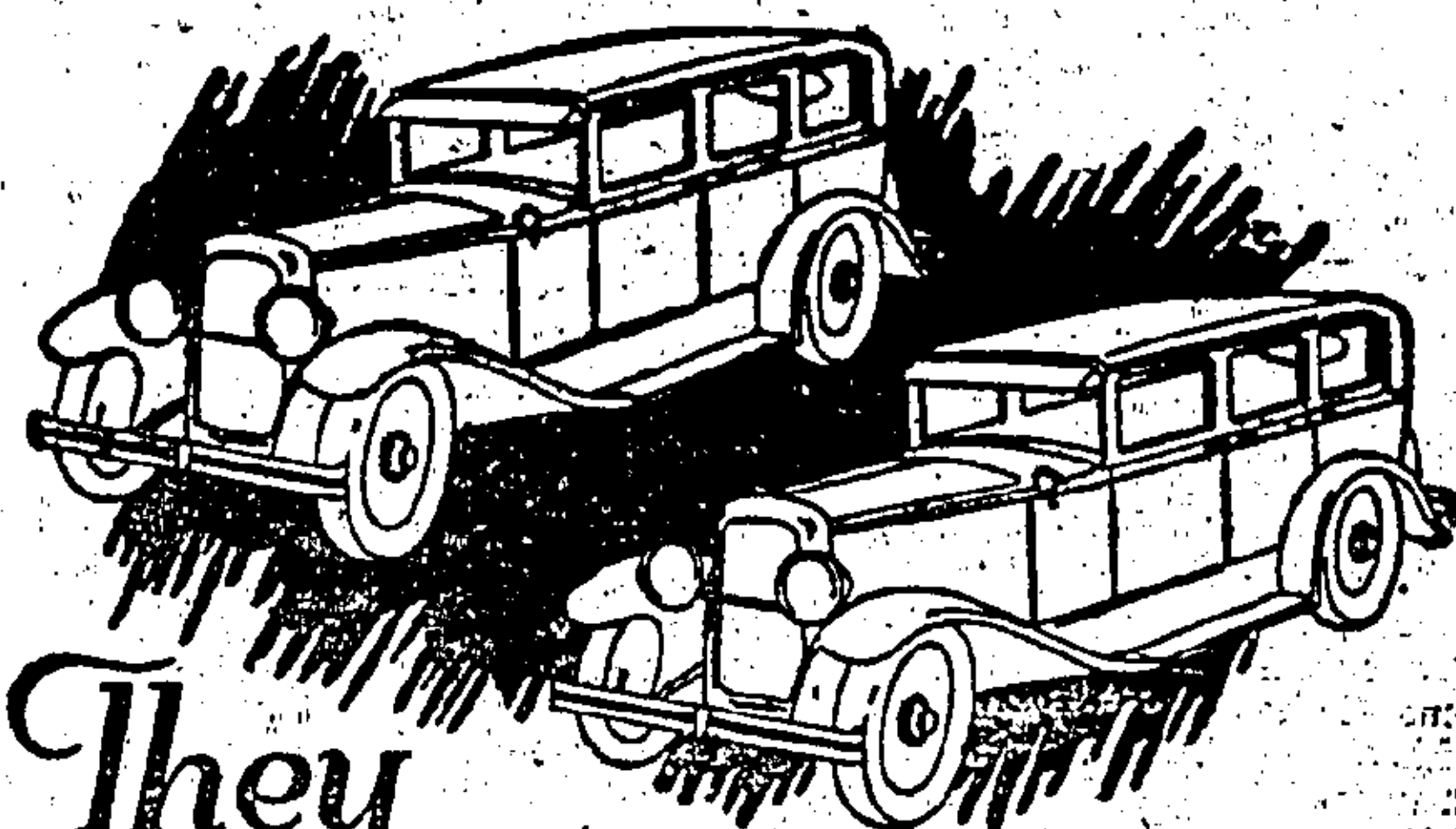
Tommy Milton, American driver, is the only speedster who has won the event twice. Three of the Indianapolis winners have been killed in lesser races after their capturing the classic. They are Frank Lockhart, Ray Keech and Jimmy Murphy.

THE WONDERFUL 1930 "HARLEY"



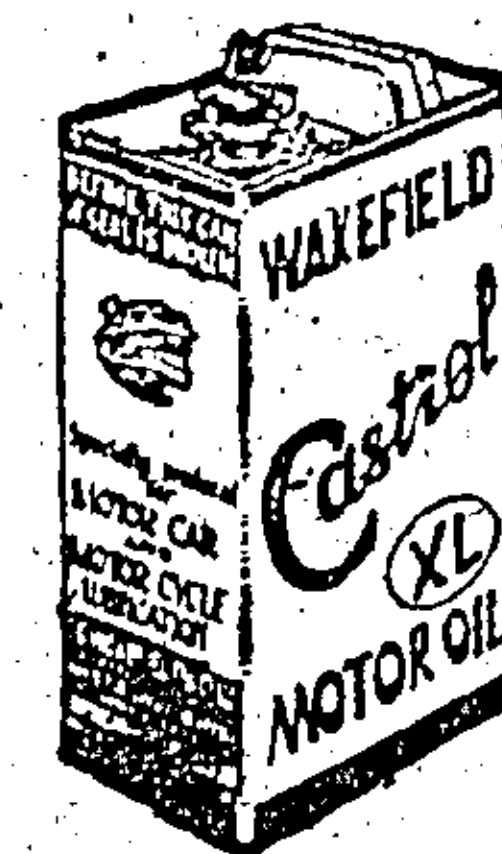
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But

you should "hear" the difference. The difference between an engine that's lubricated with Castrol and an engine using an ordinary motor oil is the difference between motoring in pleasure and motoring in dread of engine trouble. Wakefield Castrol Motor Oil prevents engine trouble! It lubricates better, lasts longer, eliminates friction and carbon—and yet costs the same as ordinary motor oils to buy.



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is obtainable throughout Hongkong.
Be wise—CASTROLISE!

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(Incorporated in England)
Agents:
ROBERTSON WILSON & CO., LTD.

SUCCESS CLAIMED.

Rubber Suspension.

SMALL RENEWAL COST.

Recent attempts to improve the suspension of motor vehicles has led engineers to seek other materials than steel for springs. Many experiments with rubber have been made, but, till specially compounded rubber was used, these were unsuccessful.

With a better knowledge of the mixing of rubber with various compounds, together with improved suspension systems experimenters have come very near to success. An English firm of motor manufacturers are about to test thoroughly a car in which the entire springing is supplied by rubber.

The road shocks are not taken direct on the rubber element, but a system of levers is used to couple the axle to the frame, and the rubber is used in conjunction with it. Any failure of the rubber cannot affect the car's stability. In the experience of the firm, rubber will keep in good condition in this service for about twelve months, when the elements would need to be renewed. The cost of new elements is said to be trifling, and the necessity for renewal is more than offset by the riding superiority of rubber suspension.

SOB STORY.

We came upon, the other day,
A wreck that once had been a car.
As in a yard it, broken, lay,
Displaying many a scrape and scar.

We asked the history of its life;
Whereat, the old creak gave a groan,
And told us of the toil and strife,
Endured, ere to the scrap-heap thrown.

"Full many years have passed
since I
In showroom looked so spick and span,
Was gazed upon by passers by,
And then disposed of to a man.

Who ran me blithely to his home,
And lavished on me loving care,
Then, many were his friends
who'd come

And, at my glorious brilliance stare,
"For just a year he treated me
With 'quite sincere, unfeigned
respect

But, after that, he'd gradually
Show signs of boredom and neglect.

"He'd let my shackles creak for grease,
And when they squeaked I'd hear him say
"I wish that cursed noise would cease,
I'll grease the old 'bus some fine day."

In my poor sump he'd change the oil
Just when he felt that way inclined,
Though every day for him I'd toil,
His treatment of me was unkind.

"Through lack of oil my gear-box howled,
My bearings, every one, were loose,
My owner merely swore and growled,
And treated me to more abuse.

"My diff. kicked up an awful row,
Of lubricant 'twas nearly bare,
So is it any wonder, now
That I exhibit signs of wear?"

"My paint is bleached by sun and rain;
My owner does not care a rap.
Now, past all use, for months I've lain,
Out in this yard amongst the scrap."

PRATT & LAMBERT EFFECTO AUTO FINISHES



ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

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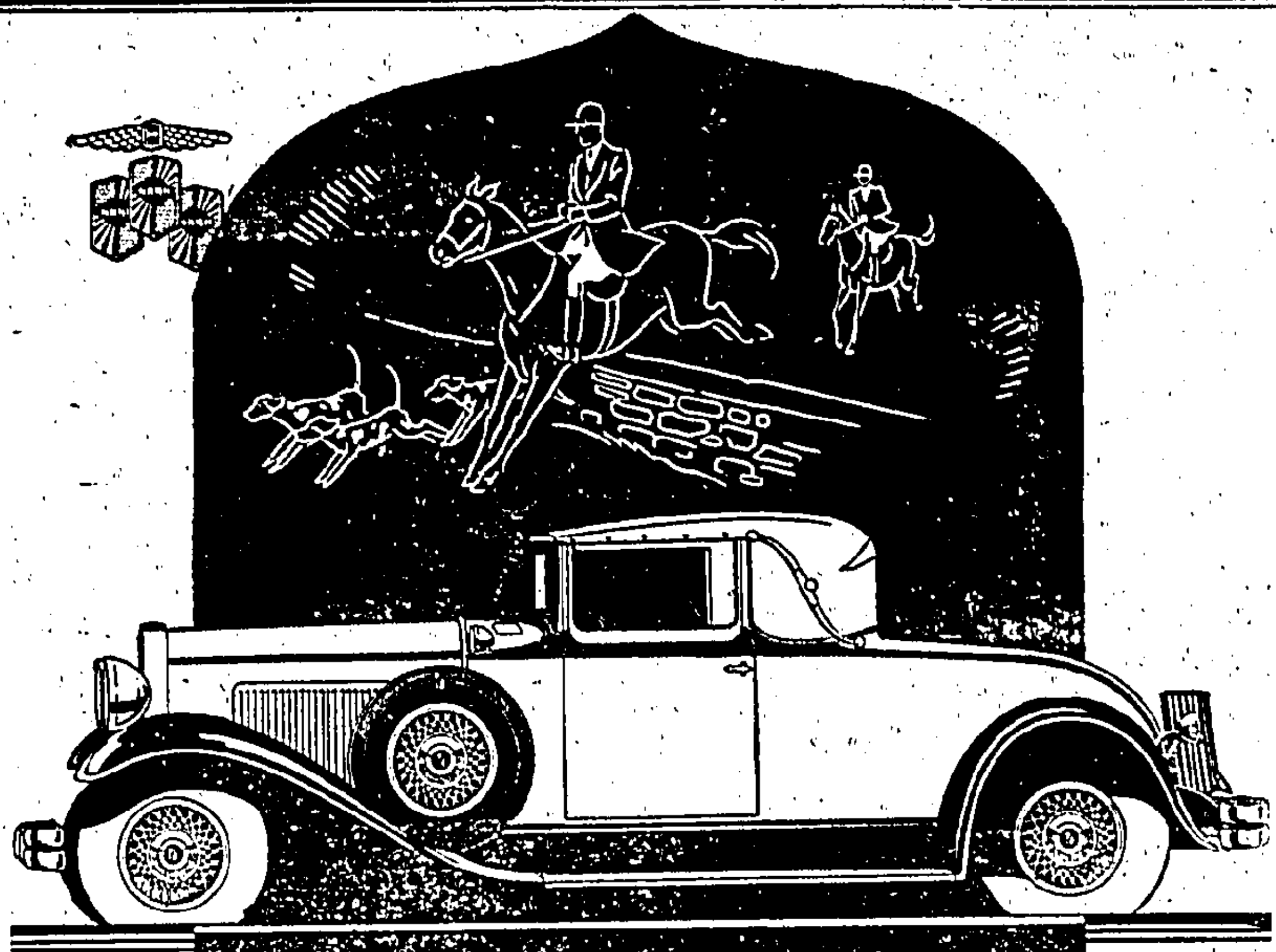
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PEDESTRIAN'S CLUB.

A Pedestrians' Association has been formed in London. The purpose of the club is to constitute legislation protecting pedestrians. The association advocates 20 minutes an hour as the maximum limit for motor cars.



THE SPORTSMAN SPEAKS!

"When I drive, I want action. In my new Nash '400' Twin-Ignition Eight, I get it!"

"Not being an engineer I can't explain all the reasons for twin-ignition superiority, but I feel it every time I touch the throttle. This car's performance satisfies me at every speed."

"What I want in a motor car is a responsive engine, ample power, easy steering, road balance and above all, endurance—ability to stand hard usage—and that's what I get in my Nash, with surprisingly little expense."

"Of course, I admire the slim grace of the Nash body lines, too. No man-to-day forgets that a handsome car is a social asset."

Notable Twin-Ignition Eight features include: New Straight Eight, Twin-Ignition, Valve-in-head engine—bearing crankshaft—centralized chassis lubrication—built-in automatic radiator shutters—hydraulic shock absorbers—Duplate non-shatterable plate glass—throughout—etc.

WONG SIU WOON,

21, Pottinger Street,
HONGKONG.

41—(1530)

1930 NASH 400.

PLANE V CAR.

Acceleration Test.

A "DEAD HEAT."

A unique acceleration test between an aeroplane and an automobile held recently at the Detroit Municipal Airport in Michigan, resulted in a thrilling run which observers declared a dead heat.

A friendly controversy between Edward F. Schlee and William Brock, famous trans-Atlantic, long-distance flyers, finally resulted in a modest wager and an actual acceleration test. Schlee, having driven one of the new Oakland V-type Eights, asserted

that "nothing could touch it for get away and fast pick-up."

"Possibly no automobile," retorted Brock, "but how about the Lockheed Vega monoplane?" The Lockheed, with a top speed of 135 miles per hour, is one of the fastest commercial planes.

Admitting that the plane with its ratio of one horsepower to each nine pounds of weight enjoys an advantage over the Oakland, which has one horsepower to each 37 pounds of car weight, Schlee contended that the Oakland, obtaining its traction from solid ground, would out-accelerate the plane down the runway before the propeller could "take hold" sufficiently to develop flying speed.

The next day the noted aviators lined up on the airport runway. Brock at the controls of a Lockheed plane and Schlee behind the wheel of an Oakland Eight Sedan. At the drop of a flag both machines leaped away, the Oakland in the lead and the propeller "wash" from the plane blowing the starter's hat into the middle distance.

Schlee kept the Oakland in second gear until it was doing forty miles an hour and then snapped into high. He still was accelerating at 55 miles per hour when Brock caught him just as the plane left the ground only 250 feet away from the starting point. The plane then soared upward and left

INVENTORS SEND DEVICES.

Committee Examines 6,000 Annually.

MAJORITY REJECTED.

Further evidence as to the internationality of the automobile recently was made available in a report of the New Devices Committee of the General Motors Corporation showing that it examines an average of 6,000 new automotive devices a year, offered to the committee for adoption on General Motors cars by inventors from countries all over the world.

The flood of inventions, coming not alone from those countries upon the European and American continents where automotive manufacturing has seen its principal development, but from many countries without automobile factories, hastens the day when the automobile may be truly considered a child of the world and not of one or any half dozen countries as it was at its inception. In fact, the automobile at the present time has a truly international character, as is witnessed by the fact that the products of twenty-three countries go into the manufacture of a Chevrolet.

Naturally, only a few of the 6,000 devices which the General Motors committee examines annually, are found to be practicable but the interesting point from the standpoint of the motorist is that the inventive brains of the whole world are beginning to be focused upon the happy task of providing him an ever better car at lessening cost.

A Central Clearing House. The New Devices Committee was organized as a central clearing house for all inventions submitted direct to General Motors Corporation. Instead of allowing a meritorious device to drift by a devious route through various channels, the New Devices Committee sees that it goes direct to the person most concerned and with a minimum amount of delay. All kinds of devices are submitted—some of which are very valuable and others that are not technically or economically sound. In order that nothing of merit will be rejected without proper consideration a very minute inspection is given every device.

The Corporation is interested in receiving ideas or suggestions relating in any way to the manufacture or improvement of any of its various products. The great majority of devices submitted consist of articles or devices which have been patented or for which applications for patent are pending or are proposed to be filed but frequently a device, article or idea is submitted which is not capable of any patent protection.

the car behind. Since the car and plane were "nose and nose" when the latter took off, the contest was declared a tie.

SHANGHAI AND NOISE.

Campaign Against the Horn Tooter.

THE RED PROBLEM.

There is much ado at the moment about "tooting" of motor car horns and sirens in Shanghai. Steps are being taken to make illegal unnecessary sounding of these instruments. It is agreed that something should be done, but it might be preferred to be numbered among those who are not lawmakers or who are not guardians of this law. Pity the poor police officer, whose duty it is to decide when it may have been necessary or when it may not have been necessary to "tootle." Will not someone side with him who has to blow his horn and who automatically comes within the limits of this indiscriminate diatribe?

Can the Councils not legislate the pedestrian and the ricksha? The former, idles in crossing the roads, in extreme cases—he being well aware of the approaching car—deliberately delays and forces the driver to apply his brakes. In Honan Road, for instance, the writer has noted pedestrians, conscious of screeching sirens, continue their stroll, apparently oblivious to surroundings, and when gently bumped with the bumper, look round showing mingled surprise and anger. Motorists have no recourse other than their sirens when people insist on crossing roads at other places than crossroads. Country bumpkins are not the worst—they watch for an opportunity, as they believe it, and scurry across. Of course, many times they meet with accident, mainly because of their inexperience with fast traffic.

Enough has been said of the ricksha.

By all means legislate the honking of siren and horns in residential districts during sleeping hours, the noisemakers of joy riders, near hospitals, etc., and the habitual blasts of certain individuals.

By other means of legislation regulate pedestrian traffic on the main thoroughfares, synchronize this movement with motorized traffic—Shanghai is perhaps the only metropolis in the world where at least an attempt has not been made—and much of the "tooting" will automatically regulate itself. "Step-on-it"—N. C. D. News.

MOTOR CARS AND CHITS.

Shanghai Wants System Abolished.

HUGE LOSS YEARLY.

That the chit in Shanghai is "on its last legs" has been heard on many occasions before. In spite of efforts various organizations to do away with this insidious evil, the "pencil-pusher" persists running himself into debt, usually each month.

But now a number of organizations whose annual chits amount to \$4,000,000 are considering ways and means to eliminate chits. We refer to the association of hire car owners. With about 800 motor cars plying for hire in the Concession and Settlement, which earn about \$4,000,000 per year, the management find themselves confronted with a huge task of collection. A conservative estimate, which was given us by an officer of the association, places the annual loss and cost of collection at about two lakhs.

At one time this loss could be borne, it was stated. Now, however, with the depreciation in exchange, cars cost 80 per cent. more and replacing parts is proportionately expensive.

Another item enters into consideration. The increased cost of petrol, the price of which was recently advanced by 40 per cent. One of the leading garages is paying \$4,000 more per month for "gas."

At a meeting of the association held recently, it was agreed in principle by all present that the chit system should be abolished. Ways and means were discussed, but a definite policy could not be decided upon. As an alternative, the association point out that tariffs will have to be increased.

According to a spokesman—"If the fares are raised, it will mean that the honest customer will be penalized because of the actions of dishonest persons or the failure of others to pay their legitimate debts. If we (the hire car owners) can place our hire service on a cash basis, we feel that rates will not have to be raised—if not we are confronted with a problem, which appears to offer no solution other than raising rates. We, by that I mean the half dozen largest hire services, may perhaps be able to formulate a working policy on a cash basis and thus avoid any increase in prices."—N. C. D. News.

NEW CARBURETTOR.

More Power in New Method.

EVEN DISTRIBUTION.

Every great invention has had its period of test and experimentation before its final acceptance. This is true of the down-draft carburettor, which is a feature of the new De Solo straight eight power plant.

It was the racing car that brought the down-draft principle to its present development for the automobile. In November, 1926, Frank Lockhart broke a track record with 145 miles per hour, using a down-draft carburettor mounted over the supercharger. The next year Lockhart, de Paolo, Duray, Woodbury, Comer and Arnold all used it, and it has been in nearly all racing cars since.

During the war two inverted carburetors were designed for aeroplanes. The war ended before they went into production. Since 1927 "down-draft" has been used on a well known marine engine, and back of this, for a generation or so, it has been standard equipment of a famous tractor engine. An improved fuel pump made possible its use in passenger cars.

The great advantage of down-draft carburetion, as employed on the De Solo straight eight, is the better performance obtained from the fuel. It provided 18 per cent. more power, faster acceleration, more flexibility, easier starting, improved performance in high gear, with no sacrifice of economy. One can accelerate from 5 miles or less up to top speed in high gear with the De Solo, with efficient performance throughout

FOR ALL CLASSES OF

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the entire range. This saves gear-shifting in traffic and gives fine performance on the open road. The down-draft manifold that accompanies the new carburettor gives even distribution.



New Marmon Big Eight—
one of Marmon's four new straight-eights

COME TO STRAIGHT-EIGHT HEADQUARTERS

FOR THE ONLY LINE OF FOUR STRAIGHT-EIGHTS IN FOUR PRICE CLASSES

SINCE 1926 Marmon has concentrated on one type of car—the straight-eight—improving it—perfecting it. Marmon invented the Down-Draft Manifold which made the straight-eight really practical, by keeping the end cylinders from being "starved." This year Marmon introduced Double-Dome Combustion which makes the straight-eight smoother, quieter and far more powerful. On the basis of its past and present accomplishments Marmon has attained indisputable straight-eight leadership.

THE CARS—Four Distinct Price Fields

The New Marmon Big Eight, the finest product of a company long noted for fine products (16 feet, 10 inches overall).

The New Marmon 879, for the fine car purchaser who would buy conservatively (15 feet, 11 inches overall).

The New Marmon 869, the most advanced, yet time-proved straight-eight for the still more conservative price buyer (15 feet overall).

The New Marmon Model B—the world's only time-proved, moderately-priced eight-cylinder automobile (14 feet, 4 inches overall).

Arrange for an early Demonstration

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FIAT

Model 520

6 cylinders

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67, Des Vœux Road, (24821.)

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Model 520 Super Six \$3,000—Model 509 Super Four \$2,100

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MORRIS COMMERCIAL CARS

LIST OF LOCAL OWNERS.

Dodwell & Co., Ltd.	1 One Ton Truck—Lorry Body
Greaves & Co., Ltd.	1 One Ton Truck—Van Body
Nam Hing Motor Bus Co.	1 One Ton Truck—12-pass Bus
Nestle Chocolate	1 One Ton Truck—Van Body
Cheung Mei Motor Bus Co.	1—25 Cwt. Truck—14-pass Bus
Nam Hing Motor Bus Co.	1—25 Cwt. Truck—14-pass Bus
Asiatic Petroleum Co.	1—30 Cwt. Truck—Tank Body
Cheung Mei Motor Bus Co.	8—30 Cwt. Truck—16-pass Bus
China Motor Bus Co.	2—30 Cwt. Truck—16-pass Bus
Hongkong Government Sanitary	1—30 Cwt. Truck—Refuse Body
Hongkong Tramways Ltd.	1—30 Cwt. Truck—Service Car
Kowloon Motor Bus Co.	2—30 Cwt. Truck—16-pass Bus
Nam Hing Motor Bus Co.	2—30 Cwt. Truck—16-pass Bus
Ruttonjee & Son Ltd.	1—30 Cwt. Truck—Lorry Body
Sincere Company	2—30 Cwt. Truck—Van Body
Canton Government	10—30 Cwt. 6 Wheeler Trucks
Cheung Mei Motor Bus Co.	1—30 Cwt. 6 Wheeler Bus
Hongkong Government P.W.D.	1—30 Cwt. 6 Wheeler Dump
Hongkong Volunteer Defence	1—30 Cwt. 6 Wheeler Car.

12-Cwt. Models.

R.A.C. Horse-Power Rating 11.9.
Brake Horse-Power 22 at 2,300 Revolutions.
Piston Displacement 84.6 Cubic Inches, Wheel-Base 114 Inches.
Speed 35 M.P.H.

Models	Net Weight	F.O.B. Price	Delivered Price	Insurance Price
Chassis (31" x 4")	1,792 lbs.	\$146	\$20	\$166
Lorry	2,240 "	180	54	234
Standard Van	2,240 "	182	60	242
Van de Luxe	2,240 "	195	61	256

Optional Equipment at Additional Price

31" x 4" Tyre	\$2.50 nett	Windscreen	\$115.00 nett
32" x 4 1/2" Tyre (All round)	3.10.00 nett	Scuttle Dash	1.50.00 nett
Self-Starter	4.10.00 nett	Rear Wings (per pair)	1.00.00 nett

1-Ton Models.

R.A.C. Horse-Power Rating 13.9.
Brake Horse-Power 28 at 2,300 Revolutions.
Piston Displacement 109.5 Cubic Inches, Wheel-Base 125 Inches.
Speed 30 M.P.H.

Chassis (32" x 4 1/2")	1,184 lbs.	\$162	\$26	\$188
Lorry	2,912 "	204	58	262
Van	2,136 "	222	33	255
Tipping Lorry	3,248 "	214	60	274

Optional Equipment at Additional Price

33" x 5" Tyres	\$55.00 nett	Spare Tyres 33" x 5"	\$4.00 nett
Self-Starter (Lucas 12-Volts)		Miller Drednought	
3-Lamp	\$4.10.00 nett	Millimeter	\$3.00 nett
12-Volts Lucas Electric Light		Rear Mudguards, per pair	1.00.00 nett
Set, including Head, Side		Scuttle Dash	1.50.00 nett
and Tail Lamps and Large		Windscreen	2.00.00 nett
Battery	\$210.00 nett		
Spare Tyres 32" x 4 1/2"	2.15.00 nett		

Super 30-Cwt. Models (R. E. Type).

R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches, Wheel-Base 128 Inches.
Speed 35 M.P.H.

Chassis (30" x 4" Front (32" x 6" Base)	2,688 lbs.	\$197	\$32	\$229
Lorry	3,584 "	240	69	309
Standard Van	3,472 "	258	90	348
Tipping Lorry	3,696 "	251	68	319

Optional Equipment at Additional Price

Front Wheel Brakes	\$710.00 nett	Scuttle Dash (unfitted)	\$1.00.00 nett
Nickel Radiator	4.50.00 nett	Windscreen	2.00.00 nett
One Spare Tyre (30" x 5")	3.15.00 nett	One Spare Tyre (32" x 6")	6.60.00 nett
Front Bumper	1.00.00 nett		

35/40 Cwt Models (Type T. X).

R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches, Wheel-Base 132 Inches.
Speed 35 M.P.H.

Chassis (32" x 6")	3,080 lbs.	\$241	\$35	\$276
Standard Lorry	4,032 "	285	62	347
Standard Van	4,032 "	301	93	394
Tipping Lorry	4,144 "	296	73	369

Optional Equipment at Additional Price

Side Lamps (5 lamp set)	\$15.00 nett	One Spare Tyre 34" x 7"	\$8.00 nett
Rear Wings (per pair)	1.10.00 nett	T. X. Windscreen	2.00.00 nett
33" x 5" Tyre (6) Twin			
Rear (Reduction)	\$27.00 nett	Front Bumper	1.00.00 nett
Governor Carburettor	\$28.00 nett	Nickel Radiator & Bonnet	\$34.00 nett
Front Wheel Brakes	7.10.00 nett	32" x 7" (4) Singles	7.00.00 nett
(Without Servo Motor)		Front Wheel Brakes	
One spare Tyre 32" x 6" 6.60.00 nett		(with Servo Motor)	18.50.00 nett

40-Cwt Models (Type TX—P.I.)

R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches, Wheel-Base 136 Inches.
Speed 35 M.P.H.

Chassis (32" x 6")	3,388 lbs.	\$256	\$49	\$305
Chassis (33" x 6")	3,388 lbs.	253	49	302
Chassis (34" x 6")	3,388 lbs.	264	59	323

Optional Equipment at Additional Price

Side Lamps (5 lamp set)	\$15.00 nett	One Spare Tyre 34" x 7"	\$8.00 nett
Rear Wings (per pair)	1.10.00 nett	T. X. Windscreen	2.00.00 nett
33" x 5" Tyre (6) Twin			
Rear (Reduction)	\$27.00 nett	Front Bumper	1.00.00 nett
Governor Carburettor	\$28.00 nett	Nickel Radiator & Bonnet	\$34.00 nett
Front Wheel Brakes	7.10.00 nett	32" x 7" (4) Singles	7.00.00 nett
(Without Servo Motor)		Front Wheel Brakes	
One spare Tyre (32" x 6") 6.60.00 nett		(with Servo Motor)	18.50.00 nett

50-Cwt "LEADER" Models.

R.A.C. Horse-Power Rating 22.4.
Brake Horse-Power 50 at 2,500 Revolutions.
Piston Displacement 238.5 Cubic Inches, Wheel-Base 156 Inches.
Speed 40 M.P.H.

Chassis (32" x 6")	4,380 lbs.	\$425	\$44	\$469
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Optional Equipment at Additional Price

One Spare Tyre 32" x 6" \$6.60.00 nett			
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SIX WHEELER MODELS.

R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches.
30-Cwt Wheel-Base 125 Inches, 2-Ton Wheel-Base 144 Inches.
Speed 35 M.P.H.

30-Cwt Chassis 32" x 4 1/2"	4,144 lbs.	\$451	\$39	\$490
33" x 5"	5,152 lbs.	505	84	589
30-Cwt Standard Lorry	5,152 lbs.	518	84	602
30-Cwt "W.D." Lorry	6,208 lbs.			
2-Ton Chassis 32" x 4 1/2"	4,256 lbs.	466	42	508
33" x 5"	5,376 lbs.	524	96	620
2-Ton Standard Lorry	5,376 lbs.	541	91	632
2-Ton "W.D." Lorry	6,320 lbs.			

Optional Equipment at Additional Price

32" x 6" Single Tyre	\$15.00.00 nett	Parson's Chains for 32" x 6"	
Windscreen (Standard)	2.00.00 nett	or 33" x 5" (Single Wheel)	
Scuttle Dash	1.70.00 nett	per set \$7.10.00	
Non-Skid Tracks (for Standard)		W.D. Type Touring Hook 4.00.00	
32" x 4 1/2" Twin-Rear Wheel			
per pair	9 15.00 nett		

AIR MAIL BETWEEN N. & S. AMERICA.

Lindbergh Starts Service Which Will Link Republics.

[By Lauren D. Lyman.]

Coincidentally with the cutting of nearly three hours by the Lindberghs from the trans-continental speed record—a forerunner of twelve-hour mail service between the Atlantic and Pacific—comes the starting of a seven-day mail service between New York, Chicago, Boston, Montreal and other great centres in the United States and Canada and Buenos Aires and Montevideo in South America. Colonel Lindbergh, technical adviser of Pan-American Airways and its affiliated lines, was to fly the first mail plane on the new service out of Miami and his schedule called for a twelve-hour jump across the Caribbean to the Canal Zone.

With this new service the Canal Zone is brought within forty-eight hours of the national capital. South America and North America, by this extraordinary transport speed, are joined almost as closely as the railroads join the uttermost parts of the continental United States. Through it 150,000,000 persons north of the Canal Zone are made intimate with 63,000,000 to the south.

We are accustomed to think of the principal cities of South America as being from twenty days to a month from the great seaports of the United States. A trip to the Canal Zone has required the time devoted to a trans-Atlantic crossing. Actually now from Washington and definite plans are made to cut that time to twenty-four hours. Then New York and St. Louis will be nearer each other by ordinary means of transport than will be the Zone and the capital by air.

Air Mail Plays Big Part. Great as is the contribution of Pan-American Airways to these new schedules, they could not have been created but for the co-operation of the whole air mail system of the United States and the engineering and construction zeal of the whole aircraft industry.

On Friday of each week the mail planes leaving Minneapolis and St. Paul will deposit their South American consignment at Chicago. At midnight that mail reaches Evansville. At daylight Saturday it will have left Atlanta and at 1.45 p.m. the same day the Eastern Air Transport plane will deliver the consignment at the Pan-American Airport at Miami. In this transport Northwest Airways flies the first leg. Inter-Atlantic for Rio de Janeiro and state the second. Eastern Air Transport the third and Pan-American Grace carry the mail the rest of the way. Let us start our air mail road from Detroit. Thompson Aeronautical speeds it across the lake Friday morning to Cleveland. There the eastbound Northern Air Transport mail plane picks it up and, at Newark Metropolitan Airport, Eastern Air

Transport takes off for Atlanta and Miami that same night. From Kansas City the mail starts by Universal Plane on Friday and, travelling by St. Louis and Evansville, reaches Miami in time for the Saturday plane to Cuba. The Colonial system starts with the mail from Montreal, the Mohawk Valley cities and Boston and Hartford on that same day, concentrating its load at Newark in time for the mail south.

Watres Bill in Congress. Some of the lines mentioned carry passengers. All of them will, if the Watres bill now in Congress becomes a law. The international system already carries passengers over 7,000 miles of airways in Latin America, but the new fast mail service for the present will be operated without passengers. Pan-American, in establishing a 1,200-mile water jump across the Caribbean with one stop at the 600-mile point of the Nicaraguan coast, does not propose to start in carrying passengers until actual experience demonstrates that the route can be flown with safety.

The 1,000-mile-a-day schedule along the west coast of South America will not permit of extensive passenger carrying at first, but already Pan-American Grace has worked up a substantial passenger business, especially in Peru, where, in one day's flying, the line makes seventeen stops for passengers and mail because of demands on its service.

Longest Aeroplane Crossing. The leg that Colonel Lindbergh is to fly is the longest airplane ocean crossing in regular schedule in the world. How long this record will hold, with both the French and the Germans planning a regular South Atlantic service between Europe and Africa and South America, is not known. Certainly American business men, with hundreds of millions invested in South America, with a growing import and export market, are greatly concerned with comparative speeds maintained by services from London, Berlin and Paris and the great centres in the United States to South America.

Otto Merkel, managing director of the Lufthansa, recently returned to the United States from a survey of the South American transport field. Dr. Eckener will point the blunt nose of the Graf Zeppelin out over the South Atlantic for Rio de Janeiro and Pernambuco, carrying mails, express and passengers in the latter part of May. His schedule on this experimental commercial flight calls for three days from Germany to Pernambuco and two days from Seville. Such a service, if successful, will bring all the European capitals within three or four days of the great eastern coast of South America.

DANIEL COME TO JUDGMENT.

At Moabit (Berlin) police court, a pedestrian was sentenced to six months' imprisonment for wilfully obstructing road traffic.

O noble judge, O learned man,
Who weighs the wrongs of Moabit,
No praise I'll grudge so sweet a plan
Who hunt, from daylight until dark,
For speeding those who slow a bit;
Come live with us, our streets to scan,
And help the traffic flow a bit.

On any part of ev'ry street
Are those who loiter wilfully;
With scarcely movement in their feet,
They've learnt slow motion skill-fully;
And we, whose brakes burn up in heat,
Must take our driving thrillfully.

Do we but pause or feign to park,
We're booked by stern-faced minions
Who hunt, from daylight until dark,
Us from our own dominions;
While jays who stray think it's a lark
And give ribald opinions.

Come, paragon of legal lights,
And alter this position,
From you, mayhap, we'll get some rights,
And jays acquire volition;
Your ways, at least, will give them frights,
And save us from perdition.

Viceroy 20 Seater Coach Model.

R.A.C. Horse-Power Rating 27.
Wheel-Base 168 Inches.
Speed 45 M.P.H.

Chassis 34" x 7" single	5,040 lbs.	\$569	\$73	\$642
Chassis 32" x 6" Twin Rear	5,264 lbs.	580	73	653

Optional Equipment at Additional Price

One Spare Tyre (32" x 6") \$5.00.00 nett	Standard Visclator Screen	\$19.10.00 nett
One Spare Tyre (34" x 7") 8.00.00 nett		

Dictator 28 Seater Coach Model.

R.A.C. Horse-Power Rating 31.
Wheel-Base 186 Inches.
Speed 50 M.P.H.

Chassis 38" x 8 1/2" Twin Rear	6,832 lbs.	\$855	\$84	\$937
Chassis 34" x 7" Twin Rear	6,832 lbs.	842	84	926

Optional Equipment at Additional Price

One Spare Tyre 38" x 8 1/2" \$10.00.00 nett	One Spare Tyre 34" x 7" \$8.00.00 nett	
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THE HONG KONG HOTEL GARAGE
Stubbs Road.
Telephone 27779.

SPENT \$12,000,000.

Australian Industry.

GEN. MOTORS' PURCHASES.

Since it was established in Sydney in 1926, General Motors (Aust.) Pty., Ltd., has spent \$12,000,000 in Australia, according to a statement issued by the company. The money has been spent since its plants in Sydney, Melbourne, Brisbane, Adelaide, and Perth commenced operations. "The policy of General Motors," says the statement, "has been and is to employ Australian workers, to purchase Australian materials, and contribute to motor transportation throughout the Commonwealth, efficient production and servicing for its group of cars and trucks.

Employment Created.

"It is estimated that 20,000 Australians help to produce and service these cars, for to-day General Motors (Aust.) Pty., Ltd., is the largest buyer of Australian-made bodies. Also, it buys more Australian tyres, batteries, wool for weaving upholstery fabrics, paint, and ducro than any other motor industry.

"By these and other purchases the company contributes to the support of some 16,000 Australians in various industries and, in addition, pays \$5,351,000 annually in wages to 1,500 of its own workers. The 591 dealers who sell and service General Motors' products pay over 3,000 Australian employees approximately \$750,000 annually.

"Progress and the universal use of motors have direct relation. For every pound received, many pounds' worth of new economic wealth is created to help increase primary production and develop industries. In Australia, as in other parts of the world, motor transportation is creating new levels of prosperity, health and happiness, and bringing a better understanding of this great Commonwealth to the countless thousands of Australians who drive forward to progress."

INCLUDE CARS.

Motor Age Houses.

Labour-saving houses, selling for £1,000, at Surbiton Hill (England), are complete with a garage and four-seater car.

SUCCESS CLAIMED.

American Diesel Car.

MARKED ECONOMIES.

While European engineers have experimented with Diesel type engines for vehicles with a view to their use as goods haulers, American designers are investigating the possibilities of this type for passenger cars.

In a test at Daytona Beach recently a speed of 78 miles an hour was achieved by a Diesel engine car, the second of two test cars turned out by the C. L. Cummins Engine Co. The first car underwent severe tests, and was driven from Indianapolis to New York, Pittsburgh, Toledo, and back for a total cost of 38s for the 102 gallons of fuel oil it used.

The main difficulty of adapting Diesels to vehicle use, their lack of flexibility, is claimed to have been overcome. The only changes necessary to instal the Cummins

GIDDY JOB.

Vancouver's Cops.

Policemen on point duty in Norfolk (Vancouver) are human signal-posts. At night they wear "stop" and "go" lights on their coats, and direct traffic by turning right and left.

The green lights are strapped to each arm, and the red lights to the back and chest. The lamps are lit by means of a small battery.

Diesel in a standard passenger car were slight alterations in the rear ratio. This was increased from 4.69 to 1 to 2 1/2 to 1, as the new Diesel is a powerful low-speed motor.

At 1,300 revolutions the motor develops 50 horse-power. This is working output, as a governor which prevents higher revolutions is fitted. The same radiator and transmission were used, but the controls are simpler.

The NEW 6-PLY Silvertown Tyre Balloon That Gives More Miles and BETTER SERVICE



ALL SIZES IN STOCK
Next time—TRY GOODRICH!

Sole Agents for Hongkong and South China:—
THE CHINA MOTOR SUPPLY CO.

28-28A, Des Voeux Road, Central.

Telephone 21558.

Branch Office:—486, Yat Tak Road, Canton.

The things that count in a motor car ... as you yourself can prove them



The NEW **ESSEX** Challenger

Advantages that Challenge

It is a Big Roomy Essex—Longer wheelbase and wider seats afford additional comfort for passengers.

It is a Low, Safe Essex—A double-drop frame lowers body height with headroom maintained and road clearance increased. Four-wheel brakes are effective with light pedal pressure.

It is a Modern Essex—designed in the vogue of 1930. Modern design is used in the detailing of fenders, hood, hub caps and body moldings; repeated in interior fittings and decorations.

If you have not already ridden, we invite you to examine and drive the New Essex Challenger.

In looks, in action, its appeal is instantaneous. To those who have owned cars around this price it is a revelation. It gives a new sense of stability and power. It holds a charm of appearance, riding ease and a pride of ownership that comes only with surpassing performance.

That is why owners express elation in the comparison of their cars with the fine, costly cars of noted performance ability. It is why, with almost one voice, they call the New Essex Challenger the greatest dollar-for-dollar value ever offered.

FULL PARTICULARS FROM—

THE CHINA MOTOR SUPPLY CO.

28-28A, Des Voeux Road, Central.

Telephone 21558.

Branch Office:—486, Yat Tak Road, Canton.

WON'T SPEED UP. Motors Prohibited. SMALL TOWN'S BAN.

Not all Americans take kindly to the motor, some small towns have even gone to the extreme of banning it altogether.

The ban is a relic of the days when a car was known as a "gas buggy" and many hidebound municipalities prohibited their use on their streets.

One by one these laws have been repealed until to-day there is only one town where motors are kept out. This is Isleboro (Maine), the holiday resort of wealthy families. It has had a ban on motors ever since their general use and tradesmen and the younger generation have attempted to have it repealed on numerous occasions.

But Isleboro has never felt the need for speeding up, and their appeals have always failed.

ITALIAN SIX WHEELER.

Vehicle Exhibited at
Milan.

CARRIES 82 PERSONS.

A six wheeler six cylinder bus and motor chassis has just been produced by the Fiat Co. and was presented to the public for the first time at the recent Milan fair. In Italy, as in other European countries, the tendency is towards the substitution of buses for trams in all the leading cities. A strong move in this direction has been taken by the City of Rome, where, in order to relieve congestion, it has been decided to allow only buses in the central portion of the city; other centres, such as Kilen,

Florence, and Naples are adopting this policy to a smaller degree.

The new Fiat, designed Model 640, is one of the first six wheelers to be built in Italy, and also one of the vehicles with the biggest load capacity, for with a double deck body it is designed to carry 82 persons. While only one chassis is being produced, three types of bodies are being standardized. The single decker has body dimensions of 23 ft. 6 in. by 7 ft. 6 in. with a height of 6 ft. 10 in. and carries 30 seated passengers and 30 standing, in addition to the driver and conductor. The open double decker has internal space of 23 ft. 5 in. by 7 ft. 5 in. with an internal height of 6 ft. 3 in. and carries 34 seated on the lower deck, 23 standing, and 23 seated on the upper deck. Finally there is a heavier model with a covered upper deck, carrying 32 passengers.

The six cylinder engine is in front, partially under a very short bonnet, and partially within the driver's cab, by the side of the driver, who is seated on the left. The requirements of bus operators now being very exacting, it is not surprising to find that this new vehicle was under construction and test for nearly two years before it was offered to the public and to the various municipal authorities in Italy and abroad. Those essential requirements, ease of handling, reliability, and facilities for maintenance and servicing have been given very close attention. The engine is a six cylinder of 105 by 135 mm. bore and stroke (7014 c.c.) with the cylinders cast in one block and mounted on an iron base-chamber. The head is detachable, the valves are on one side, and the crankshaft is carried in nine plain bearings. The engine turns at the comparatively low speed of 2,200 revolutions, and develops 90 horsepower.

With a view to reliability, double ignition is fitted, two plugs being mounted vertically in the head of each cylinder. At the front there is a cross shaft driving the water pump from one end and the magneto from the other extremity.

All metal bodies are fitted, those intended for service in Italy having a double central folding door on the right hand side and a similar door forward, just to the right of the driver's cab. The doors can only be operated from the inside by means of compressed air, and as there is no external step and no handles, it is impossible to jump on while the bus is in motion.

"TRUSTY" TRIUMPH.

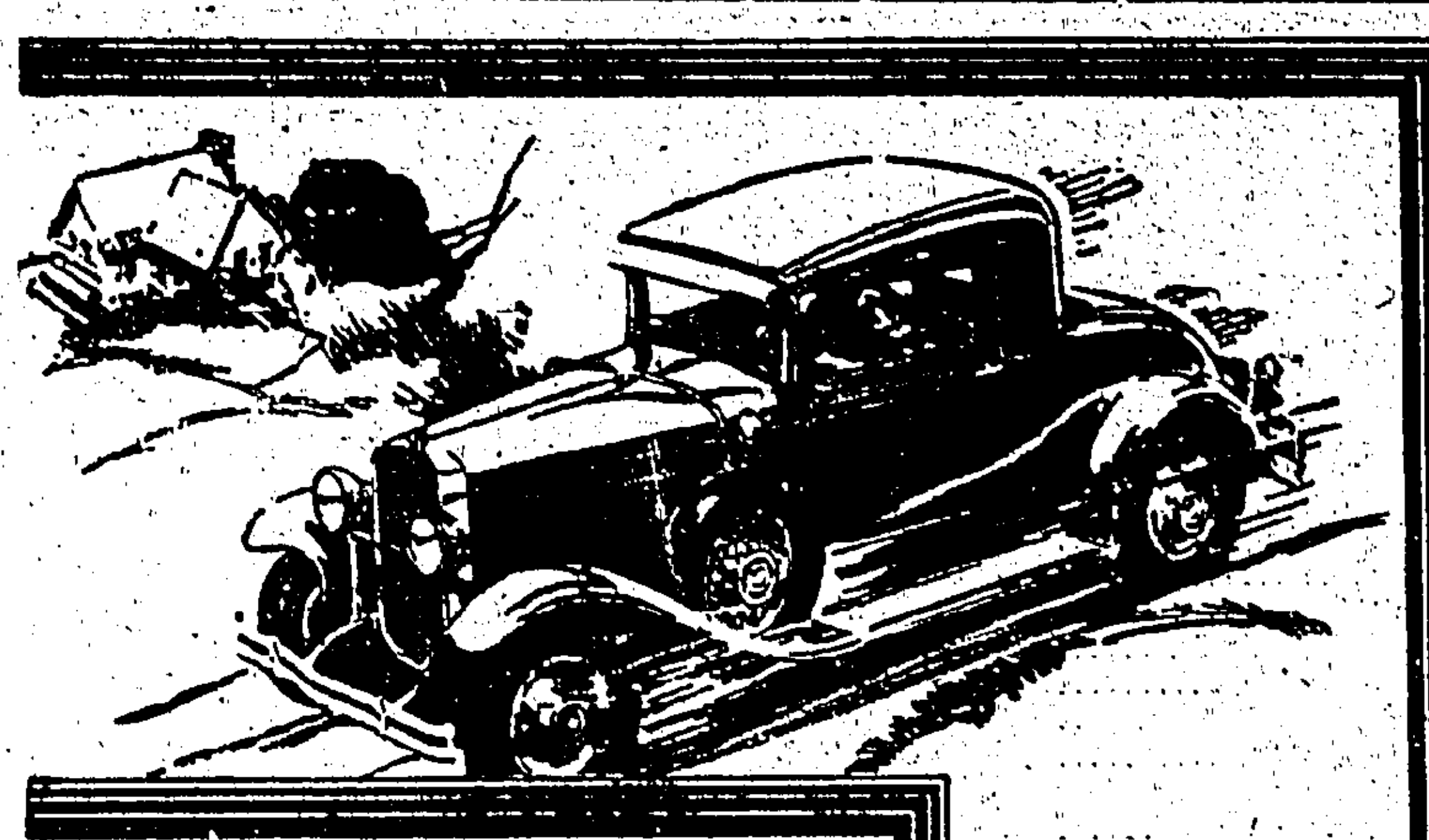
The Baby of the
Family.

1.74 H.P. TWO-STROKE.

It was not for nothing that the Triumph motor cycle received the appellation "trusty" during its war service in France. The despatch rider knew that everything—his own life and often the lives of many others—depended on the reliability of the machine he was riding. And he knew that if it was a Triumph it was to be trusted.

It was with my thoughts back in the old days that I wheeled out of a workshop a day or two ago a small, almost pocket edition of my old Triumph. The machine, a 1.74 h.p. two stroke, is the latest addition to the baby class, but is in this class for lightness and low price only, for in every other respect it is much more than a baby. Indeed, for a youngster, it has remarkable power, is extremely flexible, and has all the speed you require. I took all my hills in comfort, feeling all the time that I had lots to spare, and mind you, I flatter myself I know enough of the game to know whether I am pushing the bus or not. We just purred along, stopping where'er I wished, and starting again with ease. The kick-starter and clutch on a little machine like this is a jolly fine idea, and allows the greatest ease in handling no matter how heavy the traffic is on the road. And the electric lighting—electric lighting, mark you, on such a low priced machine.

For an extraordinary modest sum you have a machine which without the slightest doubt is just the sort of little bus for the young—or old for that matter—business man living out of town, or the man two has to make a number of calls. In fact, the little machine is admirably fitted for the rider who is content with his 30 or so—you can get that comfortably—and needs a trusty little mount to take him round at a minimum of expense—150 miles to the gallon—and with a maximum of comfort. For the little bus is comfy; you've not got the "thug, thug," of the big single; you've steady, almost vibrationless, running.



THE NATION HAS NAMED IT

"A GREAT
PERFORMER"

Marquette



BUILT
BY
BUICK

"A Great Performer" the Marquette is being hailed, the nation over. Never before in a car of moderate price have there been such acceleration, speed, control, handling ease, roadability, flexibility, balance! Only Buick could offer such performance.

In Marquette you get an engine of remarkably large displacement. You get speed that holds an honest 68 or 70 miles an hour with unequaled ease, steadiness and security. You get acceleration of from 10 to 60 miles an hour in high gear in 31 seconds.

And this great new car introduces many more unusual features: Beautiful Fisher bodies. Exclusive new upholstery proofed against water, dust and wear. Dustproof tilt-ray headlights. An exclusive new sloping non-glare windshield. Four Lovejoy hydraulic shock absorbers. Easy-acting, completely enclosed brakes. The Marquette is easy to own on the liberal G.M.A.C. terms. Come in and see this complete car. Take the wheel and learn the thrill of Marquette performance.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Canadian Factories: Division of General Motors
McLaughlin-Buick, Oshawa, Ont. Corporation Buick and Marquette Motor Cars

THE DRAGON MOTOR CAR CO. LTD.

Telephone 30228.

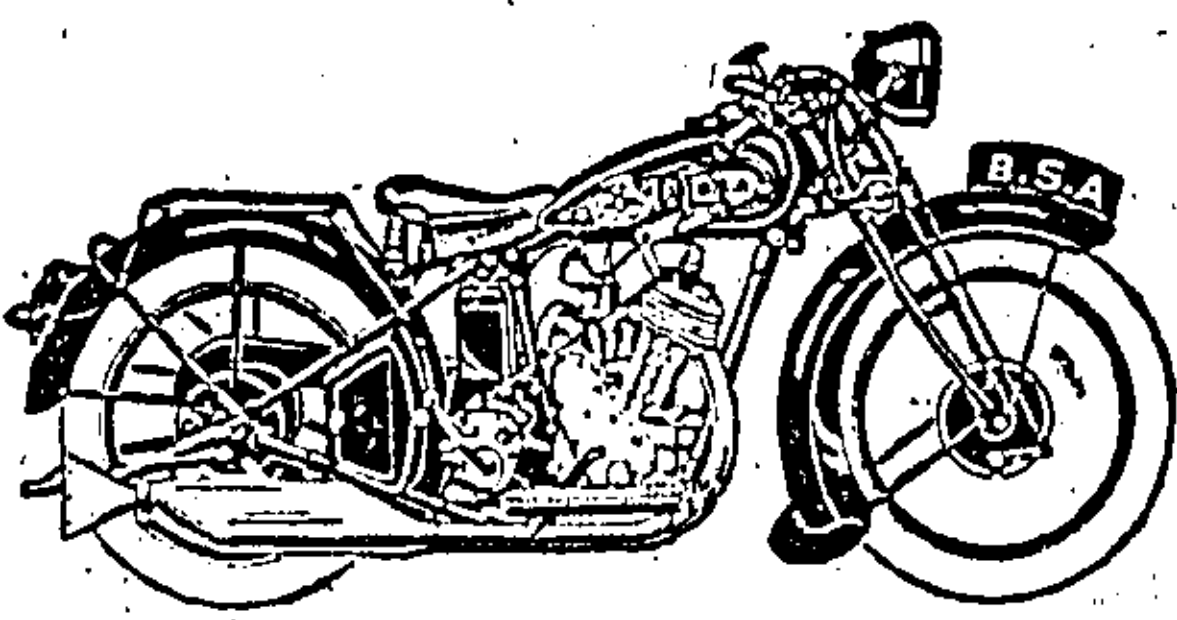
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM

Greater Strength! Greater Safety!
Greater Comfort! Greater Value!

THAT IS—

1930 B. S. A.'s.



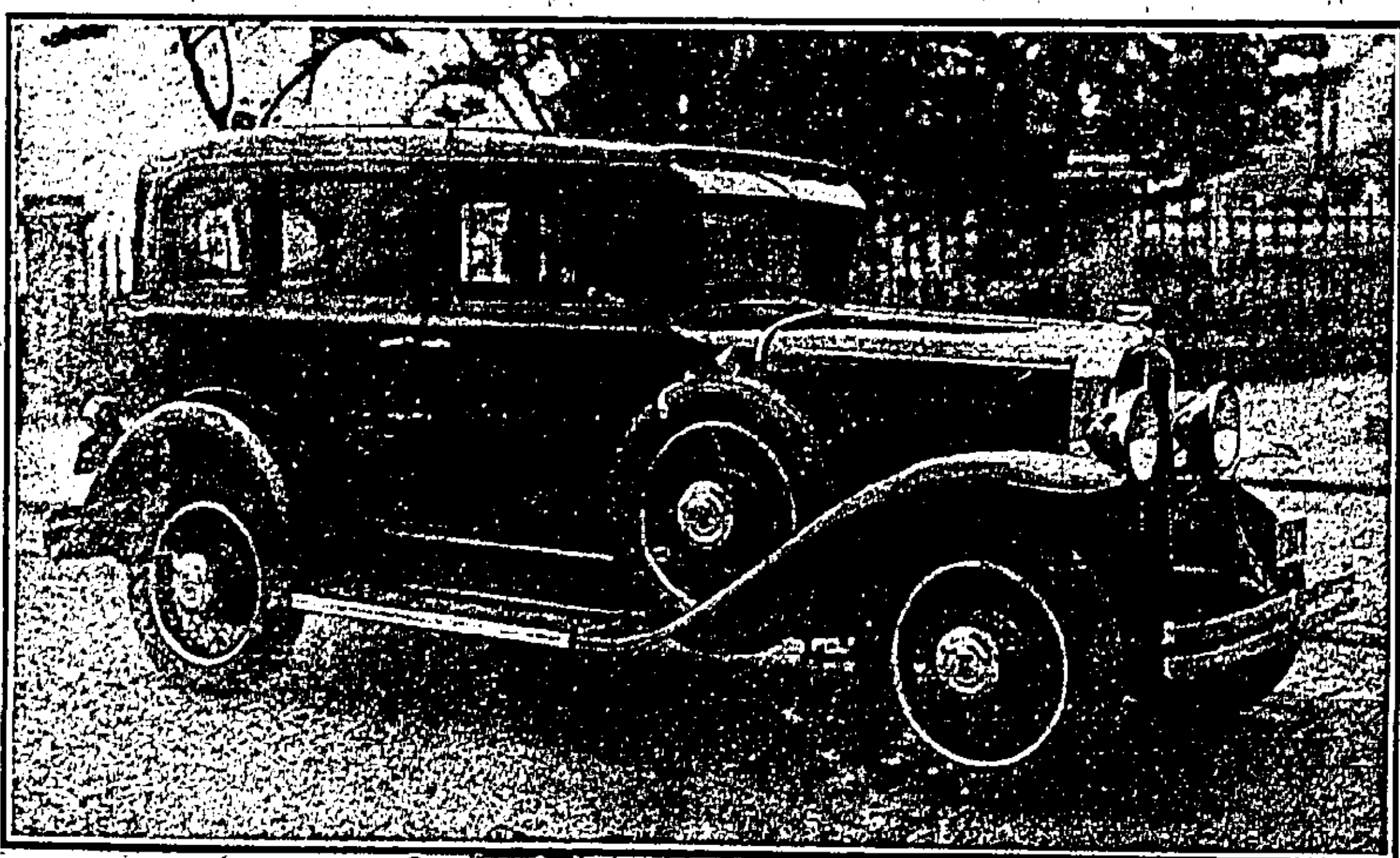
1930 B.S.A.'s are the very latest in design and construction, and they embody features which add materially to the rider's safety and comfort. For example, there is a backbone of FORGED STEEL, giving super frame strength and rigidity, on all inclined engine models. That is just one of the features which help to make 1930 B.S.A.'s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flared front mudguard, etc.

COME AND INSPECT THEM.

THE SINCERE Co., Ltd.,
SOLE AGENTS.

Speed Spirit Stamina

beyond anything you have ever known at its price.



BIG CAR—Smart, luxurious, distinctive bodies by Fisher—exclusive with Pontiac in its field. A variety of Duco colors. Flaring, full-crown fenders, 70 inches across.

BIG CAR COMFORT—Roomy interiors with adjustable driver's seat—wide, deep, resilient cushions. Lovejoy Hydraulic Shock Absorbers, fitted at the factory, and supplied at slight extra cost.

BIG CAR SAFETY—Non-squeak internal-expanding large-size four-wheel brakes, sturdy hardwood-and-steel bodies, full tread front and rear axles.

SMALL CAR ECONOMY—Costs one cent less per mile to operate than any other low-priced six among 996 cars of 33 different makes used by a large corporation during 1928.

PONTIAC BIG SIX

product of General Motors

THE ORIENTAL MOTOR CAR Co.

353-7 HENNESSY ROAD,

(New Reclamation)

Tel. 20406.

REAL SERVICE.

Tow-car Rescue.

A service station towing truck had an unusual job at a ranch in California.

While grazing near a well the homestead cow stubbed a toe, and pan-caked to the bottom of the well. Hard work which involved the use of ropes, poles and derricks, was performed in vain to remove her, when the towing truck from the local service station hove in sight.

The SOS was passed to it, it backed to the well, made fast to "Strawberry," and in a few seconds she was hauled to the top.

LIGHT GLARE.

Motorists Protected.

The new Fisher non-glare windshield, set at an angle which prevents annoying and dangerous reflections from striking the motorist's eyes during night driving, is an important safety feature of the new Oakland Eight and Pontiac Six.

This type of windshield recently was perfected by the Fisher Body Corporation, division of General Motors, after many months of intensive research and laboratory work at the General Motors Proving Ground, Milford, Michigan.

After extensive experiments with light reflections on many types and designs of windshields, the Fisher engineers finally discovered that the reflections would fall safely below the driver's line of vision when the windshield was set at an angle of seven degrees.

In addition to its non-glare feature, the new windshield retains all the original advantages of unobstructed vision and scientific ventilation originally developed by Fisher. The seven-degree angle has been achieved with no increase in the diameter of the front body pillars at points where the vision of the driver might be obscured.

Fisher's policy of using only flawless, carefully-selected plate glass, is, of course, followed in the manufacture of the new windshield for Oakland and Pontiac.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels

4 or 6 Cylinders

30 Cwt. to 10 Ton Loads

20 to 70 Passengers

JOHN I. THORNYCROFT & CO., LIMITED

UNION BUILDING.....HONGKONG

FIFTH FLOOR.

Write us and our representative will call.

Telephone 24831.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

TRAFFIC RULES
AMENDED.SOME LICENCE FEES
ALTERED.20-MILE SPEED LIMIT FOR
BUSES.

REAR LIGHTS FOR ALL.

The Gazette contains extensive amendments of the Traffic Regulations, dealing with many points.

There are several alterations regarding the licence fees payable by commercial motor vehicles. Whereas previously there was no grading of fees in respect of vehicles under 90 cwt. with pneumatic tyres, they are now divided into three classes. There was, previously, a flat rate of \$24, but these are now varied according to weight at \$24, \$60 and \$120.

Other Fees.

Previously there was no provision made for commercial vehicles fitted with half their wheels pneumatic, but now two classes have been created for such vehicles, the fees being \$180 if exceeding 15 cwt. but not exceeding 50 cwt. and \$360 between 50 cwt. and 90 cwt.

Regarding commercial vehicles completely fitted with solid tyres, the previous regulations provided for fees of \$120 under 50 cwt., and \$240 over that weight but not exceeding 50 cwt. Now the fees will be \$240 between 15 and 50 cwt., and \$480 between 50 and 90 cwt., the last weight being the maximum allowed on the road.

Speed Limit.

Amongst the amended or new regulations are the following:

The speed of a commercial motor vehicle or motor omnibus shall not exceed twenty miles per hour. The maximum net load which a commercial motor vehicle may carry shall be determined by the Inspector General of Police and shall be stated in the licence of the vehicle, it shall also be painted on the vehicle in a position and manner to his satisfaction.

Every motor vehicle shall carry a licence disc which shall be placed and carried on the vehicle so as to be clearly visible at all hours of daylight to a person either at the near side or at the front of the vehicle.

No motor vehicle shall by any means or device be locked against movement thereof in, upon or near any vehicle stand, or any place at which private motor vehicles may be left unattended, in such a position as to obstruct or impede the exit of any other motor vehicle from such stand or place.

Front Lights.

A motor vehicle, other than a motor bicycle, and a truck, cart, van, or horse or bullock drawn vehicle shall, between sunset and sunrise, carry two front lights fixed horizontally so as to show the width of the vehicle. A motor cycle combination shall carry the second front light affixed to the side of the side car which is farthest away from the motor bicycle.

The front lights or front light on a motor vehicle shall be so arranged that no portion of the beam of light shall fall above a plane parallel to and 42 inches above the roadway measured at a distance of 100 feet in front of the vehicle.

The front light of a jinricksha and of a chair shall be affixed on the off side thereof, and shall show a red light visible from the rear of the vehicle.

Rear Lights.

Every vehicle shall, between sunset and sunrise, carry a lamp showing a red light when seen from the rear of the vehicle. Provided that bicycles and tricycles not being motor vehicles, may in lieu of such red light be provided with a red reflector of a type approved by the Inspector General of Police.

The rear light to be carried by motor vehicles shall illuminate the rear number plate. The red rear light to be carried by a truck shall be fixed on the off rear of the vehicle.

WATER LEVELS.

ON WEST, NORTH AND
EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	June 19	June 20
Shiuhing	17.5	
Tsingyuen	11.9	11.6
Samshui	12.5	15.1
Shelkung	0.9	1.5

The highest levels on record are—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shelkung, 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Shelkung minus 2.7 feet.

SURREY FORCE A
DRAW.

(Continued from Page 1.)

their first innings, Parker taking five of the wickets for 96 runs. Gloucester adopted a bold policy and declared at 204 for five wickets at their first knock. Dacre missed his century by five runs, contributing a valuable 95.

Middlesex were sent back for a modest 120 at their second knock, Parker again being well on the mark and taking four wickets for 40 runs. In Gloucester's second innings Russell wrought havoc with the wickets and took seven for 43. Gloucester made 151 in their second visit to the wicket.

Somerset v. Notts.

White contributed 91 to Somerset's first innings' total of 300 when Arthur Staples took five wickets for 78 runs. F. Lee and White did practically all the scoring for Somerset in their second innings when the team was dismissed for 240. F. Lee made 79 and White 64. In their first innings Notts made 293 but time prevented any further play.

Yorkshire v. Northants.

Low scoring characterised the match at Northampton when Northants were skittled out for 88 runs in the first innings. Bowes took half of the wickets for only 30 runs. Yorkshire failed to find their best batting form, however, the whole team being sent back for 184. Northants improved considerably in the second innings, but the batsmen still found Bowes difficult to play. They carried the total to 168 before the last wicket fell, Bowes this time taking five for 56. Yorkshire got the necessary 73 runs for victory for the loss of only one wicket.

Worcester v. Leicester.

This was another low scoring match, Worcester making only 127 in the first innings when Coleman returned with an average of four wickets for 17 runs. Leicester put up an even worse batting performance, however, the team being rapidly dismissed for 88. Brooke caused the greatest havoc among the wickets and took five for 40.

When Somerset went in again they failed to equal their first innings score by seven runs. Astill taking five wickets for 64 runs, Leicester, requiring only 150 runs for victory, failed miserably the wickets falling for 106. Seven of them fell to Brooke for only 50 runs.

Sussex v. Derbyshire.

Derbyshire made 203 in the first innings when Bowley took half the wickets for 63. Sussex batsmen made a strong stand and Wensley batted finely for 120. The last wicket fell with the score at 423, leaving Derbyshire with a big task to avoid an innings' defeat. They failed to manage this, the team being dismissed for 192.—*Reuter.*

To-Day's Matches.

The following matches are beginning to-day:
M.C.C. v. Oxford University at Lord's
Surrey v. Essex at the Oval
Derbyshire v. Somerset at Chesterfield
Worcestershire v. Kent at Stourbridge
Notts v. Yorkshire at Nottingham
Northants v. Middlesex at Northampton
Hampshire v. Glamorgan at Portsmouth
Sussex v. Cambridge at Brighton
Warwick v. Leicester at Nuneaton
Lancashire v. Australians at Manchester.

TENDERS ACCEPTED.

NEW WIRELESS PREMISES
AT D'AGUIAR.

The Government has accepted the following tenders:
Messrs. Sang Lee & Co., \$9,800, for the erection of a new transmission block at Cape D'Aguiar.
The Tai Kok Dockyard and Engineering Co. of Hongkong, Ltd., \$4,300 for the supply of two "A" Class Buoys.

Messrs. Kwong Wo Co. for Kowloon Quarry No. 1 at the annual rental of \$2,550.
Messrs. Yau Kee for Kowloon Quarry No. 2 at the annual rental of \$4,550.

Messrs. Wong Sum Kee for Kowloon Quarry No. 4 at the annual rental of \$1,110.

Messrs. Wong Wing Wo Tong for Kowloon Quarry No. 5 at the annual rental of \$1,255.

Messrs. Kwong Wo Co. for Kowloon Quarry No. 6 at the annual rental of \$1,160.

Messrs. Fat Kee for New Kowloon Quarry No. 1 at the annual rental of \$875.

A first and final dividend of 20½ per cent. has been declared in the matter of Tate and Co., late of Amoy, who were adjudicated bankrupt in 1928.

CANADIAN PACIFIC
AIR EXPRESS.SPEEDING UP SHIPMENTS
IN CANADA.

AIR AND RAIL LINKS.

True to its policy of developing and maintaining the most up-to-date methods, the Canadian Pacific Express Company, itself part of the world's greatest transportation system, has been fully alive to the use of the aeroplane both as an independent unit and also in connexion with the trains and steamships of the Canadian Pacific Railway.

To-day air express is in common use throughout Eastern Canada and also in the Prairie provinces. In the East, the service runs between Windsor, London, Hamilton, Toronto, and Ottawa in the province of Ontario, and thence to Montreal for Quebec and Rimouski, in the province of Quebec, to connect with incoming and out-going liners.

In Western Canada, daily air express service is in operation between Winnipeg and Calgary, via Regina, Moose Jaw and Medicine Hat; and also between Regina and Edmonton, via Saskatoon and North Battleford.

The service is so arranged that shipments may be moved to advantage by combining air and regular rail express. Shipments so routed are handled at a flat rate from originating point to destination, being transferred to one service from the other en route to gain time. For example, shipments leaving Montreal on Monday night and transferred to the air service at Winnipeg would reach Calgary at 5 a.m. on Thursday, gaining practically one day. The same advantage applies to express matter destined for Vancouver, the return to rail taking place at Calgary.

Shipments leaving from points where planes are in operation in Western Ontario are ready for delivery in Montreal at noon of the same day. Similarly packages from Montreal are delivered in Western Ontario, on the same day, instead of on the following day, as would be the case if rail express were used.

The "air map" of Canada is changing from day to day, and with the advent of new aeroplanes, air transportation is becoming an important factor in the life of the country.

The Canadian Pacific Express Company, with a highly organized "ground service" not only in Canada from coast to coast, but also in Europe and in the Orient, is in an excellent position to take full advantage of air services.

Sixteen European air liners are now linked with the Company, and parcels may be routed from Canada to London and relayed thence to practically any country on the Continent by air express. Such names as Imperial Airways Limited, the Air Union, the K.L.M. Royal Dutch Air Company and the Deutsch Lufthansa Line speak for themselves.

In addition to this, the Canadian Pacific Express Company acts as passenger agent for the various air lines, and passengers can book air tickets at its London and Paris Offices, or hire air taxis for private trips in Europe. Special machines can also be hired to carry merchandise between any European points up to 2,000 lbs. weight.

JONES WINS THE
GOLF OPEN.

(Continued from Page 1.)

Diegel and MacDonald Smith both had dramatic fights. Diegel, at the twelfth, needed an average of four to tie, but he sealed his doom with a six at the fifteenth. Smith then took up the challenge, but although he played faultless golf the task was beyond him. To-day Diegel went round in 71 and 75 and MacDonald Smith in 75 and 71.

Other scores were—Horton Smith 78 and 73, Robson 78 and 75 (making 296), Jim Barnes 72 and 77, Compston 68 and 82 (making 297), Henry Cotton 77 and 73 (making 299), Tom Barber 72 and 77, Boyer (Nice) 70 and 80, C. 800.

Other prominent scores were Mitchell's 302, and Moe's 303. The leading British amateurs, Tolley and Sutton, returned scores of 317. Diegel did the last 18 in 75 to make his total 293. MacDonald did a 71 to tie with Diegel with 293.

Detailed Scores.

The full scores of the ten leaders are as follows:
Jones 70 72 74 75 231.
Diegel 74 73 71 75 233.
M. Smith 70 77 75 71 233.
H. Smith 72 73 78 73 236.
Robson 71 72 78 75 236.
Compston 74 73 68 82 297.
Barnes 71 77 72 77 297.
Cotton 70 79 77 73 290.
Boyer 73 77 70 80 300.
C. Whitcombe 74 75 72 70 300.
—*Reuter.*

Home Town Enthusiasm.

Atlanta, June 20. Crowds swamped the news-boys when they ran through the streets to-day with their papers, crying "Bobby wins". In an unrestrained burst of enthusiasm all business was put at a standstill. Meanwhile, Bobby's mother and father sat quietly at home. They said "Of course we are happy and very proud."—*Reuter's American Service.*

EXCHANGE RATES.

	London, June 20.
Paris	123.75
Brussels	84.82 1/2
Amsterdam	12.09 1/4
Berlin	20.37
Copenhagen	18.15 1/4
Vienna	34.43 1/4
Helsingfors	108 1/2
Lisbon	108 1/4
Bucharest	818
Buenos Aires	42 9/16
Shanghai	1/5 3/4
Yokohama	2/0 1/4
New York	4.85 31/32
Geneva	25.09
Milan	92.77
Stockholm	18.09
Oslo	18.15 1/4
Prague	16 1/2
Madrid	41.25
Athens	375
Rio	54
Bombay	1/5 25/32
Hongkong	1/3 1/4
Silver (spot)	15.13/16
Silver (forward)	15 1/2

—*British Wireless.*

Police-constable Foreman, of Hastings, has a telephatic stare. He is also 6ft. 8in high, and the combination led to the appearance in the dock of Frederick Kay, who was alleged to have stolen a suitcase. "I saw Kay carrying the suitcase, and I stared hard at him," the constable told the Bench. "To my surprise he put down the suitcase and said he had just stolen it from a motor-van."

The Very Idea!

The customer shook his portrait in the photographer's face. "Do I look like this picture? The thing's an outrage! Why, you've given me an awful squint and the look of a prize-fighting bully. Now, answer me, and no nonsense about it! Do you call that a good likeness?"

The photographer scanned the print, then looked at the customer. "The answer," he said, "is in the negative."

And the customer went away with a look of deep thought on his face.

Captain Smiff: "Sergeant B Jones, don't you know you are exposing yourself to an imaginary enemy over there 300 yards away?"

Sergeant B Jones: "Yes, sir, but I am standing behind an imaginary rock 20 feet high."

German troops are to be encouraged to drink more milk in the interests of economy.

"Here's a health to one and all," cries the captain, straight and tall.

"Cheerio" (in Teuton lingo) says the private.

White with foam the tankards clink—women smile and soldiers drink.

Ere "Lights out" the merry revellers arrive at.

Karl and Herman, Fritz and Hans laugh and love and drain their cans.

Where the music-laden air is soft and balmy;

And later on, the climax when there comes the toast, "The Dairymen."

—The providers of the cream of all the army.

Johnny: "Daddy, what does 'trans' mean?"

Daddy: "Please don't bother me; I'm reading."

Johnny: "Well, but please tell me what 'transatlantic' means."

Daddy (shortly): "Across the Atlantic."

Johnny: "Well does 'transparent' mean a cross parent?"

I have a little dog, He's very intellectual, And to describe his culture My words are ineffectual.

When he gets in the library Quite carefully he scours it, And when he finds a book that suits His taste, why, he devours it.

Prison Chaplain (to prisoner about to be discharged): "Now, my man, try to remember what I said in my sermon last Sunday, and make up your mind never to return to this place."

Prisoner (deeply moved): "Gu'nor, no man who ever 'eard you preach would want to come back 'ere again."

An American was being shown round Aberdeen by a friend and they were comparing notes.

"Talking about sport," remarked the American to his host, "we can beat you hollow all round. For example, we hold the Lawn Tennis Cup, the Yachting Cup, and ever so many other cups of importance."

"But there is one cup you have not got," replied the Aberdeenian.

"And what is that?" queried the Yank.

"The Hic-cup," replied his friend.

A HOUSE OF MY OWN.

(Continued from Page 6.)

I have vaguely sketched the little house that is now building for me. I have named my neighbours and given magical beauty that hovers and clings about those lonely acres, but I have said nothing of my deepest purposes in choosing this world-forgotten place because those purposes cannot be directly expressed, even when one knows them fully—as I do not. I might say that I expect to entertain some thought there that would never come to me in any of my earlier and haphazard residences—for certain it is that one must make ready for thoughts and imaginings as one does for honoured guests. Or again I might say that I expect to hear strains of music welling up from those cisterns of quietness such as I have never caught over the noises of the city. But these statements would not go to the heart of the matter.

The truth is that one strives year by year to shape the world about him to his use and liking; somewhat as a bird shapes her nest by the pressure of her own breast. What I shall actually say a few weeks from now, when I leave the city for that cabin of hemlock in the blue ravine, is simply this: "Good-bye, proud world. I'm going home!" O.S. in the *Christian Science Monitor*.

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With Long Sleeves and full Length Trousers \$7.50 per suit.

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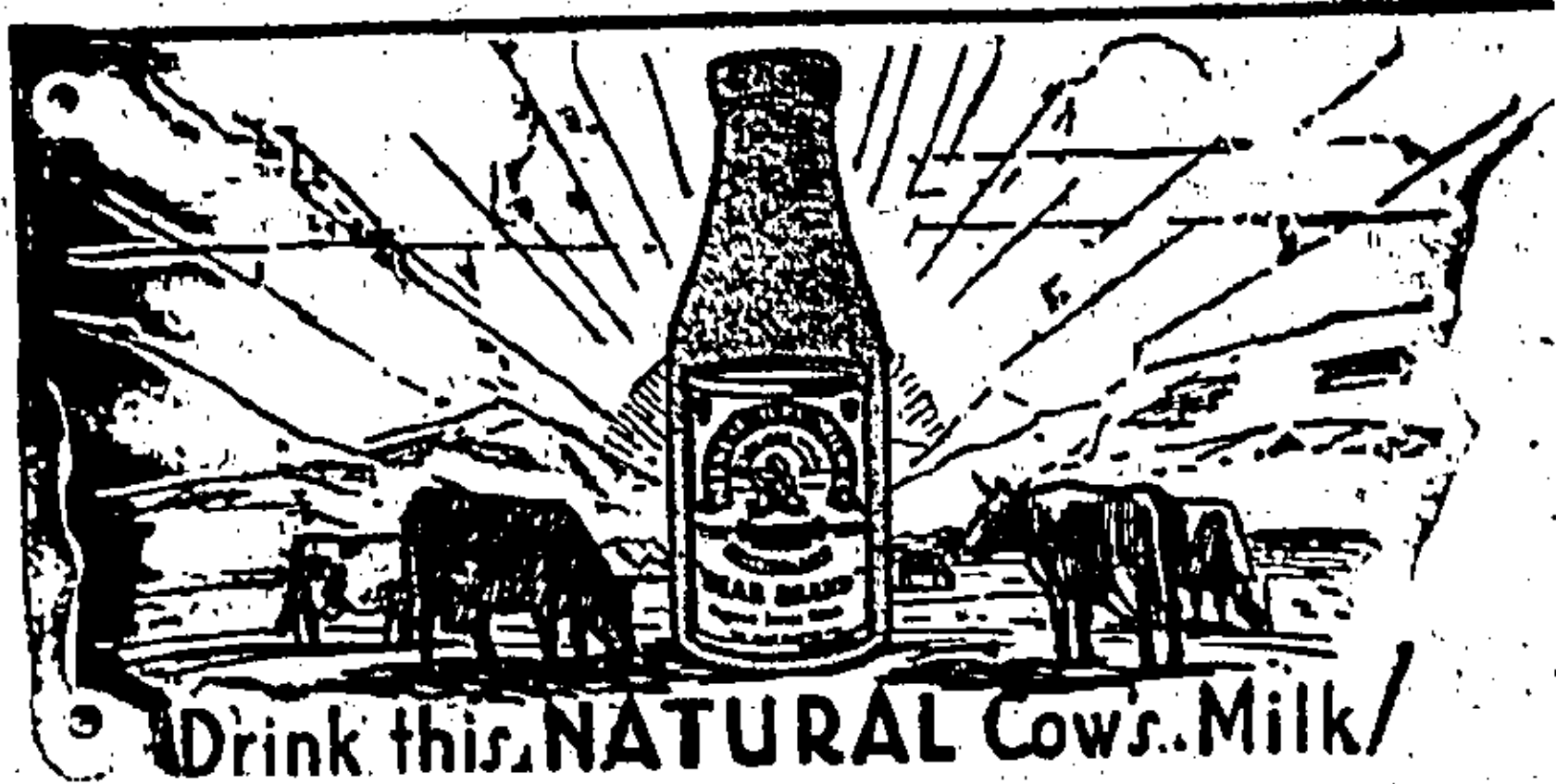
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THE WATER-POLO LEAGUE.

GOOD CONDITION TELLS AGAINST NAVY.

Condition tells, particularly in water-polo, and it told its tale against the Navy in last night's first division league game. For the first half they chased the nippy Chinese. At the end of seven rounds the bath was left if they did nothing better, they kept the score sheet clean. But they went to pieces practically before the sound of the "play-on" whistle had died away, and the Chinese had little difficulty in pushing through the fragments that remained of their combination. Scoring four goals in quick succession they left the bath victors by four to nil.

The flashes of quick breakaways, snappy chains and forceful throwing were not exactly dazzling from either side before half time. Both defences were solid without being brilliant, and so it was see-saw play all the time. There were no sharpshooters in either forward line, the net bars received a heavy battery but when they did come straight, the goalies were on the spot. The Chinese custodian was outstanding in this respect.

The watch played the Chinese team a bad trick when Chan Tam-cheung rattled a fast one into the corner of the net—a tick after the half-time whistle.

Chan Tam-cheung is one of the best of back-throwers in the Colony, and it was through this agency that he put the Chinese in front. Choy Chak-lau broke away a minute later, and the goalie was powerless to stop the stinging shot that whizzed in. Then Chan Tam-cheung turned on the back again within shooting distance and he made no mistake. The back throw was like a leg break to the Navy goalkeeper, for both of Chan's puzzled him all the way and he had no idea of how to play them.

Chan made a dashing breakaway down the side just before the final and slipped another one through. The teams were: Chinese Athletic—Chan Sik-pui, Fung Kwok-wai, Chan Sin-lok, Kwok Fung-sun, Tam Cheung, Choy Chak-lau, Chan Tam-cheung, Navy—Hampson, More, Beer, Peniston, Lake, Bell, Singleton. Mr. Weyman was referee.

V.R.C. Untroubled.

The recent habit that the V.R.C. second team have developed of having a monopoly of the goals scored during the game, is yet another indication that this fast combination knows too much for most of the clubs in the second division. Their tussle against the Somersets last night was a repetition of their last encounter with the Heavy Battery. They just rained the ball down on the net, but inaccuracy in the easy shots kept their tally down. As it was however, seven to nil is fair enough.

The men who took the water were: Somersets—Skinner, Hill, Seymour, Sproutie, Lilly, Bolton, Parkes. V.R.C.—Gosano, Maynard, Foraita, Remedios, Zimmermann, Lawrence, Roza Pereira.

As usual it seemed that Roza Pereira and Lawrence were having a little game on their own. They divided the goal shooting and had netted two each when the half-time whistle sounded. Lawrence was obviously not at his best or else he underrated the backs, for he failed with several easy shots. Against this barrage, Skinner, the Service men's goalie, stood out, and there was little blame attachable to him for the four shots which whizzed past him.

The second half was only the first over again. Roza Pereira, Lawrence, Roza Pereira, Lawrence—it began to become monotonous. The V.R.C. backs, however, were not having the idle time they had against the Heavy Battery last week, and now and then down would come the Service men. But the V.R.C. defence was solid. Zimmermann figured in a dashing breakaway, the length of the baths, and capped it with a goal, and just before time Roza Pereira and Lawrence pulled off the prettiest piece of work of the game and the former found the net.

The Somersets' opportunity knocked on the door with a minute or so to go, but the soldiers had not the knowledge of the finer points so keenly developed as the V.R.C., and it slipped by.

AMERICAN BASEBALL.

RESULTS IN NATIONAL AND AMERICAN LEAGUE.

New York, June 20.
The following are the results of baseball matches played to-day:
National League.
Cincinnati 11 Brooklyn 7
Chicago 10 Boston 4
American League.
New York 8 Detroit 10
Boston 11 St. Louis 3
Washington 3 Chicago 2
Philadelphia 4 Cleveland 2
—Reuter.

SENIOR T.T. MOTOR CYCLE RACE.

WON BY RIDER OF A RUDGE-WHITWORTH.

London, June 20.
The Senior Tourist Trophy motor cycle race in the Isle of Man, over a course of 26.4 miles, has been won by W. L. Handley (riding a Rudge-Whitworth), in 8 hours, 33 minutes, at an average of 74.24 miles an hour.
—Reuter.

CHINESE BEATEN AT TENNIS.

KOWLOON C.C. VICTORY IN THE LEAGUE.

The Chinese Recreation Club spoiled their chances of winning the "A" Division of the Hongkong Tennis League by going down to the Kowloon C.C. on their own courts, yesterday evening, by six sets to three.

They have, incidentally, had their record of being undefeated in the three Divisions broken.

It was anticipated that the Chinese and the Indians would fight out the issue between them, but now the latter team will be favourites for the championship honours. Although it was fully expected that the Kowloon C.C. would give a good account of themselves, it was not thought that they were capable of taking the point from the Chinese, who badly missed the services of Paul Kong and M. W. Lo.

The full scores were as follows: Ho Ka-kan and Ng Sze-cheung (Chinese R.C.C.) lost to E. C. and F. F. Fincher 9-6; lost to G. Bodiker and W. Hyde 6-8; lost to A. E. Guest and H. Hambley 2-6.

Ng Sze-kwong and Yew Man-kit (Chinese R.C.C.) lost to Fincher and Fincher 4-6; lost to Bodiker and Hyde 3-6; beat Guest and Hambley 6-2.

M. K. Lo and C. Choa (Chinese R.C.C.) lost to Fincher and Fincher 4-6; beat Bodiker and Hyde 6-1; beat Guest and Hambley 6-2.

"C" DIVISION.

K.C.C. Enjoy Another Easy Victory.

Entertaining the Kowloon Indian Tennis Club yesterday evening, the Kowloon C.C. gained a useful point, winning by seven sets to two, in the "C" division. Scores:

Mackey and Hedley (K.C.C.) beat H. S. Mahan Singh and P. Ali 6-2; beat Dr. Lal and Firdos Khan 6-4; beat Jehan Dad and J. Singh 6-0.

Jackson and White lost to Mahan Singh and Ali 2-6; lost to Lal and Khan 1-6; beat Dad and Singh 6-4.

Burnett and Brown beat Mahan Singh and Ali 6-4; beat Lal and Khan 7-5; beat Dad and J. Singh 6-1.

\$10,000 LOANS TO SHOT MAN.

STORY OF DOMINATING PERSONALITY.

The death of a company director who was found shot at his home at Purley last January was recalled before Mr. Justice McCordie in the King's Bench Division.

Mr. H. B. Fletcher, described as a stock jobber, of Purley, was sued by the National Match Factory of Venezuela, Limited (in liquidation), who claimed payment of a loan to Mr. Fletcher and interest thereon.

Mr. Fletcher denied that he was indebted to the company, declaring that the money was a personal loan to him by the late managing director of the company, Mr. T. M. C. Stuart.

Mr. Herbert Malone, for the company, said Mr. Stuart was found shot on January 9. The books of the company showed two cheques, one of £600 and one of £200, as having been drawn by Mr. Stuart. The cheques had been endorsed A. Fletcher and Son, the style under which Mr. Fletcher carried on business.

Accountant's Evidence.

Mr. W. B. Gauld, accountant to the match company, stated that £300 had been repaid. In cross-examination he said that Mr. Stuart's remuneration from the company was £300 a year director's fees, and a share of the profits. His participation in any one year was about £450.

To what extent did he borrow from the company?—About £10,000.

Mr. Malone (re-examining): Was Mr. Stuart a man of dominating personality?—Yes.

Were you, as accountant to the company, in a position to query the orders of Mr. Stuart?—No.

What would have happened to you had you queried that £10,000?—I would not like to say.

Mr. Fletcher stated in cross-examination that he would be prepared to pay the money to Mr. Stuart's executors.

Mr. Justice McCordie thereupon suggested that there might be a settlement of the case between the parties, and adjourned the action.

Two houses at the corner of Henningham and Warkworth-roads Tottenham, were struck by lightning. The houses concerned adjoin each other at the corner. In one house, Mr. William Marries and his family were sitting in the dining room, and in the other Mr. Alfred Wilks and family were in the kitchen when the flash came.

No one was injured, but the chimney stack which serves both houses was demolished, a large section of the roof was splintered, and the ceiling and party wall of both houses were cracked.

WOMAN SUPREME IN LAW.

COMMENTS BY THE BACHELOR JUDGE.

MAN LEFT ALONE.

"The curious thing is that the Legislature has removed nearly all the disabilities of the wife and has left those of the husband, so that the wife is now much better off than the husband. The Legislature has succeeded in establishing not only the equality, but the super-equality of woman. Man is on the edge of an abyss."

This was one of many interesting comments of Mr. Justice McCordie, the bachelor judge, during the hearing of a husband and wife action.

The case was one referred from Leeds Assizes, in which Miss Esther Gottifre sued Dr. Harry Edleston, of Wakefield, for damages received in a motor-car accident before their marriage.

Miss Gottifre was riding in the doctor's car when an accident occurred, and she lost an eye.

At the trial at the assizes a submission was made by Mr. C. J. Frankland, for the defence, that the action was barred by the Married Women's Property Act, and that the wife could not sue her husband.

The parties, he said, were happily married, and the question in dispute was a claim against the insurance company.

Not One in Law.

Mr. A. S. Diamond, for the wife, had argued that it was no longer true to say that husband and wife were one in law.

Mr. Justice McCordie observed during the discussion that marriage was an agreement to live together, and there was no merger physically, mentally or spiritually.

"Even the temperaments of people," said the judge, "do not change on marriage, and so far as my own notice of married life goes I see few instances to support the theory of a spiritual unity."

Subsequently the judge asked: "Is it unseemly for a wife to sue her husband?"

Mr. Diamond: I should not have thought in these days that any pecuniary matter, either of debt or damages, ought to affect conjugal felicity in any way. There are all kinds of proceedings relating to money matters which she can bring against him.

The Inferiority Theory.

Mr. Diamond, replying to the judge, said that he was submitting that husband and wife had now ceased to be one in law. "They never were in fact," he added.

Mr. Justice McCordie: How then did the law come to regard them as one?

Mr. Diamond: I do not know. I think that perhaps, in those old days, the position of women was held so low that they were considered to have no rights whatever apart from the husband.

Mr. Justice McCordie: You think that doctrine depended on the complete subordination of the woman to the man. Well, how did the law come to regard the woman as being so completely subordinated and inferior to the man?

Mr. Diamond: That baffles my poor intelligence, my lord.

Mr. Justice McCordie: You say that now the two have ceased to be one.

Mr. Diamond: They ceased to be by a long and slow process, as the result of the enactment of various statutes, the introduction of the doctrine of separate property in equity, and the enactment of the Married Women's Property Act.

The Judge: You say that man and woman, though married, are still separate persons, with separate rights?

Mr. Diamond: Yes. They always were separate individuals. Their rights in respect of property may have been affected by the theory of unity. I do not see any reason to suppose that man and wife were formerly any more one in fact than they are now.

The Judge: Then you disagree with the view taken by the law for centuries.

Mr. Diamond: There never should have been unity in the eyes of the law.

Relic of Church Domination.

Mr. Justice McCordie observed that a famous lawyer had used the phrase: "In law husband and wife are one." "I wonder what basis he found for that statement," the judge added.

"I suppose the explanation is that the common law of England during the 13th century and onward was very largely influenced by the theology of the Middle Ages. That may explain the doctrine of the unity of husband and wife."

"Very gradually there has been a dissipation of that ecclesiastical influence and both by the growth of the common law and the act of Parliament man and wife now possess individual existences."

Another comment of the judge was: "Ordinary civil law—common law on this relation of husband and wife—is absolutely chaotic at the present time. The Married Women's Property Act of 1882,

CONDUCTOR MOBBED BY AUDIENCE.

TOSCANINI'S TRIUMPH IN MILAN.

There were amazing scenes at the first of two performances by Signor Arturo Toscanini and the New York Philharmonic Orchestra at the Scala Theatre in Milan.

The theatre was packed, and hundreds were turned away. At the end of the concert the audience rose en masse and surrounded the conductor and his men. It was some minutes before they were permitted to retire.

The British Ambassador, Sir Ronald Graham, and the wife of the American Ambassador, were among the hundreds of prominent people present.

The programme consisted of Beethoven's "Heroic Symphony," Pizzetti's "Venetian Rondo," played for the first time in Italy. Mendelssohn's "Nocturne," Bach's "Passacaglia" and "Fugue in G Sharp Minor," the latter as orchestrated by Respighi.

Herr Max Valler, inventor of the famous "rocket car" and "rocket plane," met with a terrible death. While he was experimenting with his car, in preparation for a test run, a liquid gasoline container exploded, killing him.

which was said to be the Charter of Married Women, is one of the most obscure pieces of legislation that was ever framed. It seems incredible that this point which we are now discussing could arise for decision at the present time.

Alluding to ordinary cases of litigation between husband and wife, Mr. Justice McCordie asked: "Have you ever known such a case in which bitterness between them was not greater after the court proceedings?"

"I have known thousands of cases between married people, but I have never known one which did not make bitterness between them greater."

"Litigation between man and man is different. Litigation between man and woman, particularly if they be husband and wife, is embittering to the last degree."

The Law's Spoilt Darling Now.

Mr. Diamond later quoted from Blackstone the words: "So great a favourite is the female sex of the laws of England." That, he remarked, was written a good many years ago.

Mr. Justice McCordie: If the female sex was the favourite of the law in the middle of the eighteenth century, it seems to be still greater favourite today.

Those were the days of chastisement which now seem to be gone for ever. It was in those days of chastisement that England laid the foundations of her greatness.

Judgment was reserved.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1500 ss.
Chartered Bank, £167 n.
Mercantile A. & R., £29 n.
East Asia \$121 n.

Insurance.
Canton Ins., \$950 n.
Union Ins., \$455 ss.
North China Ins., Tls. 160 b.
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QUEEN AMONG THE KIDDIES.

STANDS WHILE BOY GIVES
A RECITATION.

The Queen stood for a quarter of an hour, while a small boy, Sidney Rossiter, recited a dramatic poem.

Rossiter, who betrayed no sign of nervousness, is one of 340 pupils at the Rachel Macmillan Training Centre, at Deptford, S. E., which was visited by the Queen.

Twelve years old, Dolly Gibbs, recited W. B. Yeats's poem, "The Fiddler of Dooney." Followed then another little girl, Jessie White, aged 11, who recited Julian Grenfell's "Into Battle."

"How very splendid," said the Queen to Miss Margaret Macmillan.

Over the garden wall, two little boys in ragged clothes and with dirt-grimed faces watched open mouthed while the children were reciting.

A Tribute to the Queen.
In the cream, orange and blue building that cost £20,000 to build and which starts its career entirely free of debt, the Queen had heard how nursery school teachers are to be trained there under Miss Macmillan for similar open-air schools in other slum districts.

The Queen later paid a surprise call at one of the model flats built by Deptford Council.

Only two children saw the Queen alight from her car.

A police inspector knocked at the door of a flat in Clinton House. It was opened by a man wearing an overcoat and a bowler hat.

"The Queen would like to see your house," said the inspector.

"Certainly," gasped the surprised occupant, and the Queen walked in.

Astonished Tenant's Story.
The occupant, Mr. J. C. Conlay, an unemployed lighterman, said later: "I was just finishing my tea when the knock came. The Queen was absolutely charming."

"She shook hands with me, and almost her first question was if the flats suited us, and if we came from a slum."

Mr. Conlay told the Queen he was just going out to look for some work when she came in.

"That is a pity," said the Queen. "I hope you get work soon."

"I told the Queen she had caught me on the hop, because my wife is in hospital. So I had to get my tea myself."

While the Queen was speaking to Mr. Conlay, the news spread quickly, and hundreds of women and children hurried into the courtyard to watch the Queen come out.

There was a burst of cheering, and the Queen stood smiling and bowing. Then the police cleared a way for her to the Royal car, and she drove off.

PLANE LOITERS OVER TOWN.

MOVE ON REQUEST BY
THE POLICE.

WAKES PEOPLE UP.

The distinction of being probably the first police force in the world to request the pilot of an air liner to "move on" can be claimed by Maidstone.

Such a request was made in the early hours of the morning, the message being conveyed to the pilot via Croydon Aerodrome. It was not complied with, but in the circumstances it is likely that a summons for loitering in the air will be taken out.

A three-engined air liner on a night mail service left Brussels for Croydon in fair weather about midnight.

After crossing the English coast and flying through Kent the pilot encountered treacherous weather, which became so bad that after he had passed Maidstone he decided to return to Lympne Aerodrome, on the coast.

Hemmed in by Clouds.
When he arrived over Maidstone again he found himself hemmed in by clouds only a few hundred feet up, and the machine was subjected to heavy rain squalls.

Unable to go on or go back the pilot decided to remain over Maidstone, whose street lights he could pick out, until conditions improved.

He feared that if he once left Maidstone he would lose himself in the pitch-black night, and so for 30 minutes went on flying round and round over the town not more than 300 feet up.

The noise of the three engines brought hundreds of people out of their beds.

After 45 minutes of the merry-go-round an officer at police headquarters asked the authorities at Croydon whether something could not be done to get the pilot to move on.

Croydon responded by furnishing the pilot with weather reports, but the conditions were so treacherous that the pilot continued his circular flight.

Another 30 minutes or so elapsed, and the police again called Croydon, asking that the air-liner should be instructed to move on; still the great machine went round and round.

It was not until dawn that it left Maidstone and flew "off" towards Lympne.

The machine carried petrol enough for five hours, and its supply would have lasted only another half-hour. It was able to leave Lympne at 6.30, arriving at Croydon at 7 o'clock.

THE B.B.C. IS NOT DISLOYAL.

WHY NATIONAL ANTHEM
IS OMITTED.

Why "God Save the King" is so frequently omitted at the end of broadcast programmes was explained recently by a B.B.C. official to a Press representative.

It would be absurd, he urged, to keep a big orchestra in the studios for some hours expressly to play the National Anthem when the station closed down.

It is played when one of the following has been rendering an item at or near the end, and is thus available:

String orchestra.
Symphony orchestra.
Military band.
Brass band.

It is not played when the only players available are:
Dance bands.
Pianists.
Quintets and Octets.

"We feel, too," he said, "that repetition night after night would lessen the impressiveness of the National Anthem. We have it done properly or not at all—we do not allow just the first three bars, or playing by instrumentalists not qualified to do it properly."

"There are also occasions when we feel it would be inappropriate. It is never given, for instance, on the Midland Regional Transmitter, where it would immediately follow the sports items of the news bulletin."

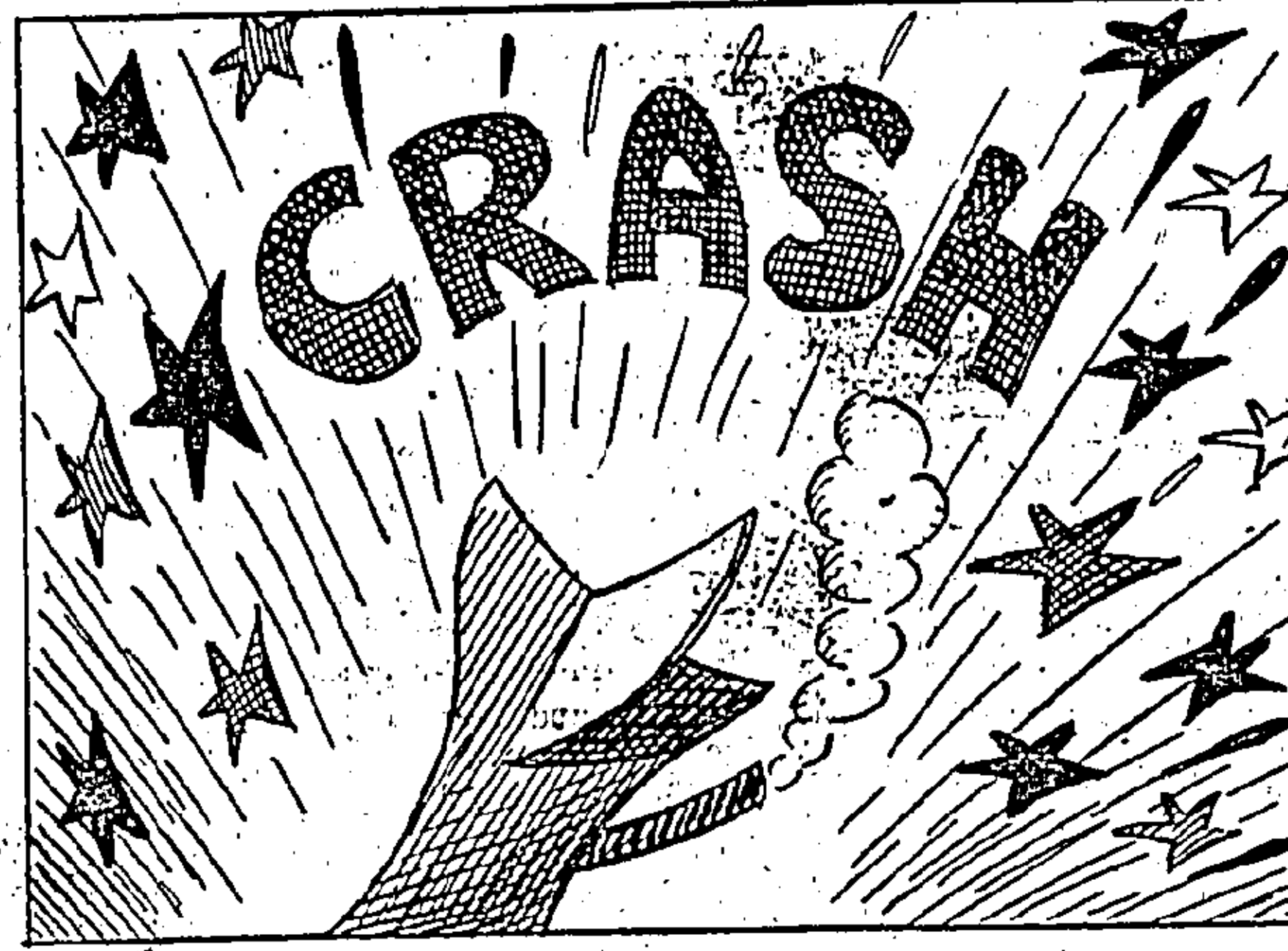
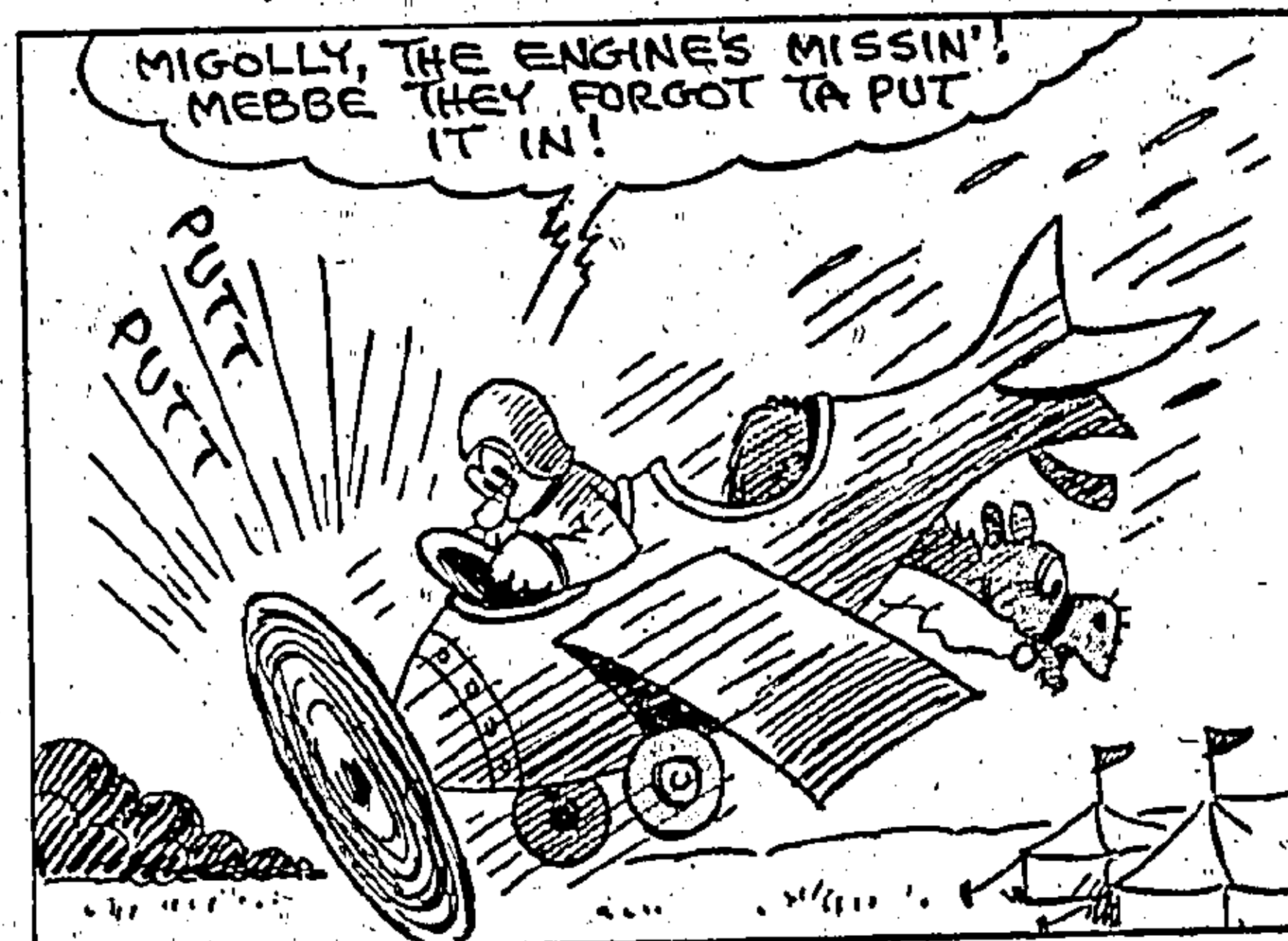
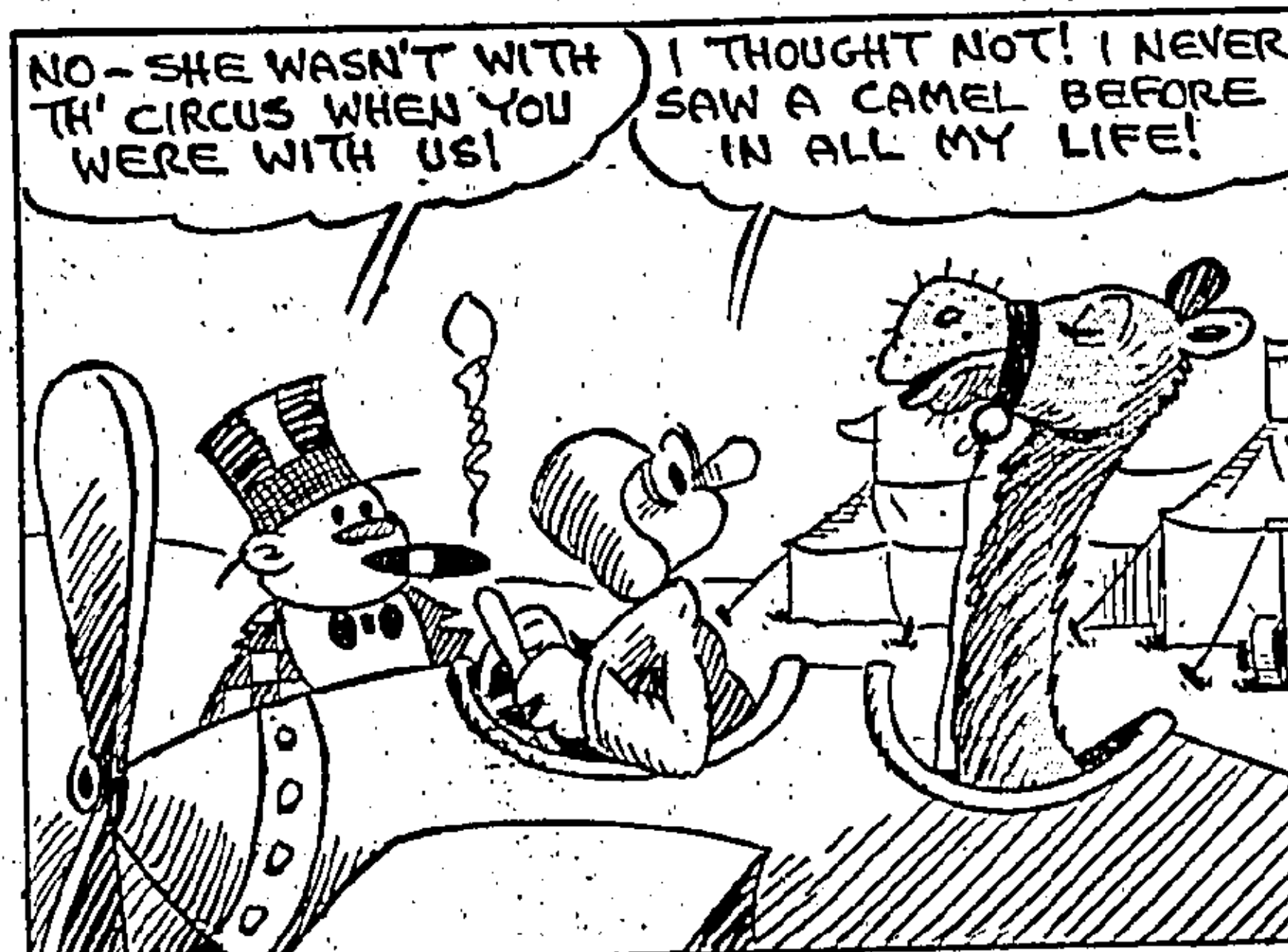
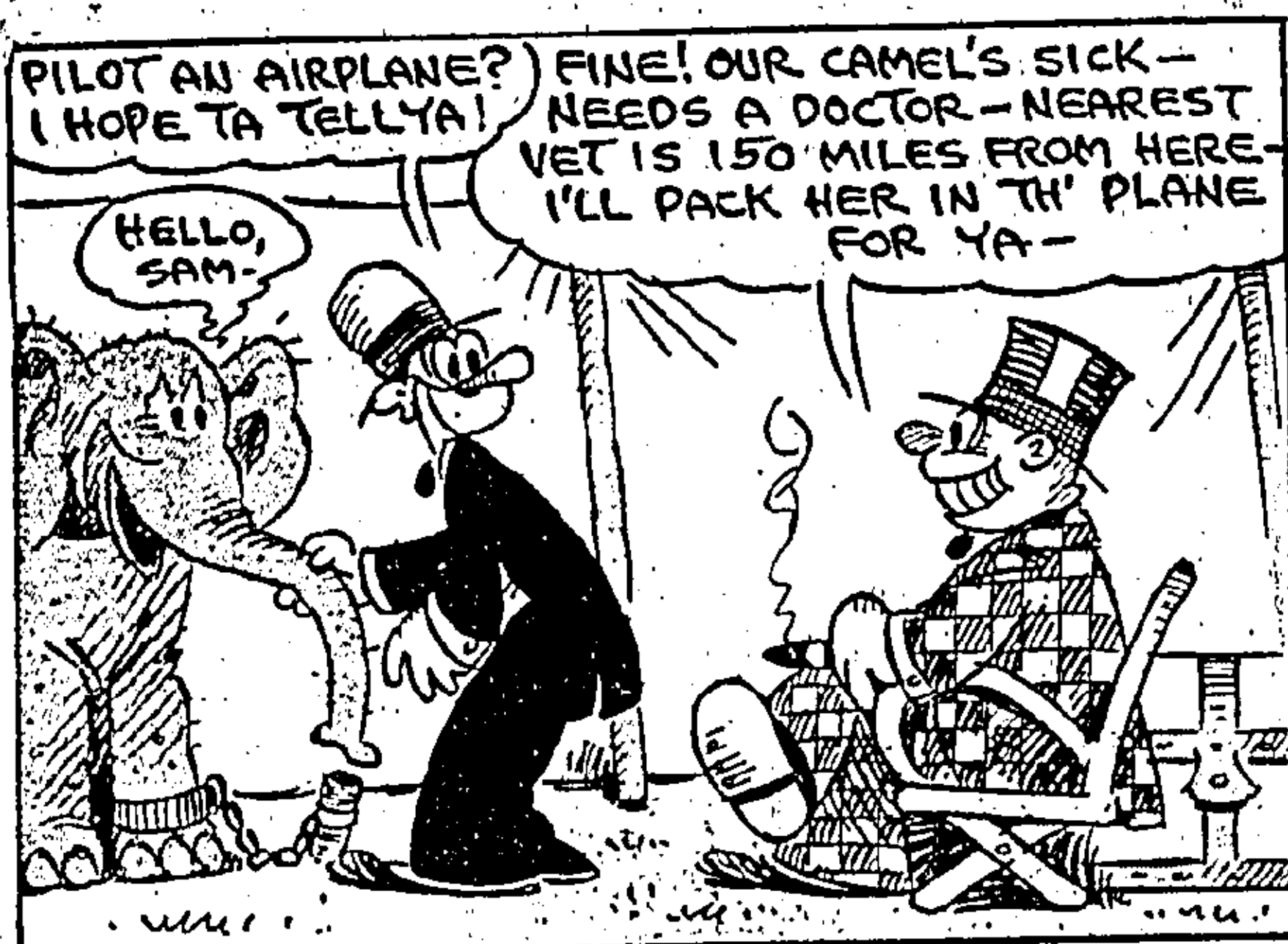
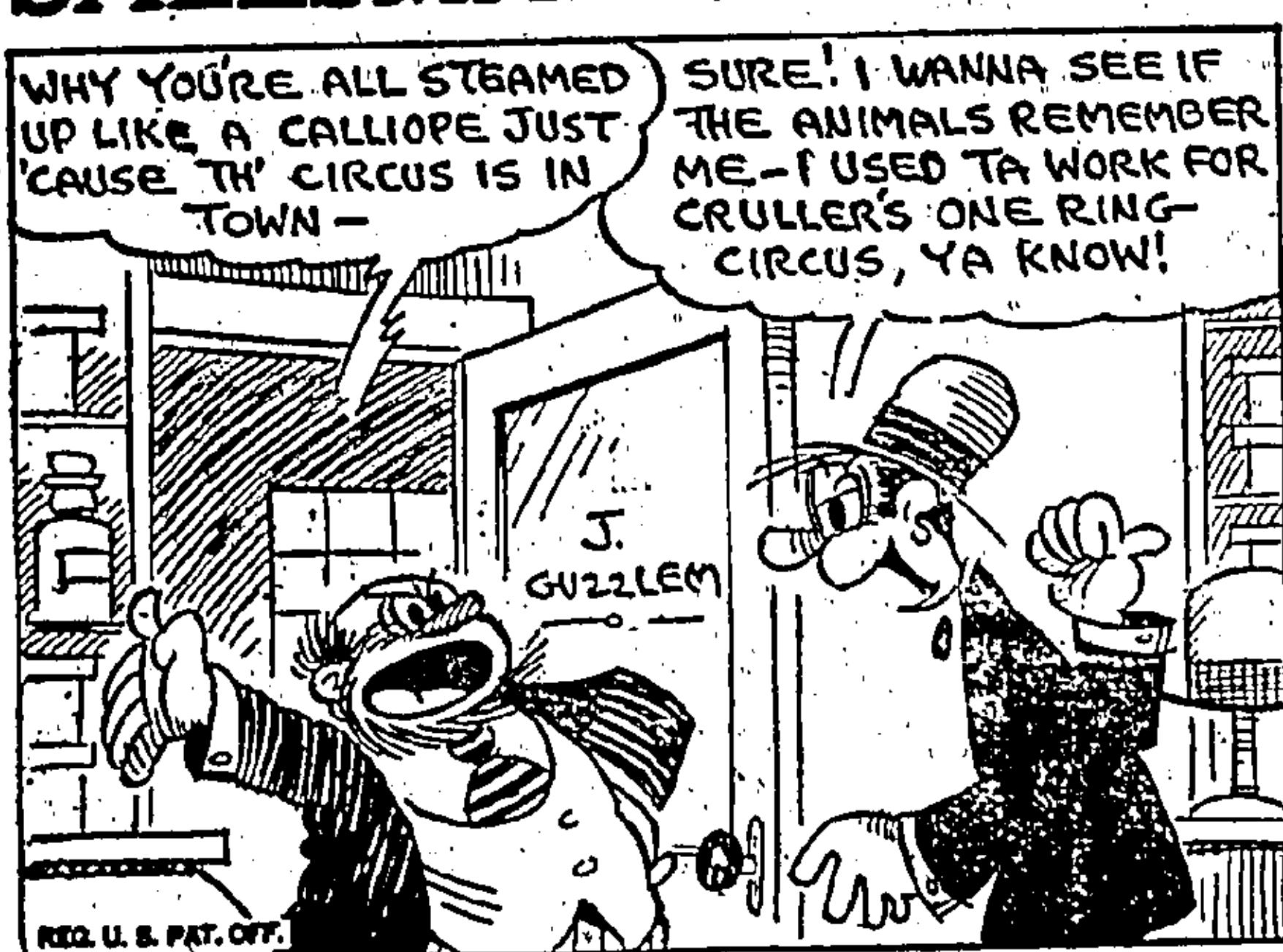
"It is omitted after the epilogue on Sunday night, and also, for instance, when such an item as a dirt track relay is the final item, or, as recently, a broadcast from a railway signal-box, and when Big Ben, at midnight, forms a natural conclusion."

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THE HUSBAND HUNTER

BY
RUTH DEWEY GROVES

CHAPTER XXVIII

"I may be late,"
Phillipa thought of the words
time and again, as six o'clock
came, six-thirty, seven, seven-thirty,
and Alan had not appeared to take
her to dine.

She grew fretful, and rebuffed
her mother's attempts to talk with
her. The one black look she gave
her father silenced him when he
offered a sulky greeting to her in
the kitchen, where she was putting
the electric iron to heat.

Mr. and Mrs. West had decided
not to interfere with her. Both
knew she would not tolerate it, and
Mrs. West had begged, that for
Phillipa's own good, they let her
alone. "She'll leave if we quarrel
with her any more, and I want her
here, where I can keep an eye on
her, at least part of the time," she
had said.

Mr. West had snorted and kept
his peace. All that Phillipa had
said to Alan about her parents
was said to serve her purpose re-
gardless of the truth.

Her mother saw she was upset,
and wanted to comfort her. It cut
her to the heart to have Phillipa
spurn her sympathy. She felt that
she had in some manner failed her
girl, little dreaming the truth that
Phillipa, while of her flesh and
blood, was no more kindred to her
in spirit than the veriest stranger.

The air of the household had
grown difficult to breathe by eight
o'clock. It seemed charged with a
poison that set nerves on edge and
impulsed quick answers.

It was all the strain that Phil-
lipa was labouring under, throwing
a cloud over those who came in
contact with her. Through her
mind there went a continuous reel
of pictures of Alan and Natalie, to-
gether here, there, everywhere.

She could not console herself
with the possibility that the train,
Natalie's train, was late. She had
called up the Grand Central Sta-
tion, and learned it had come in
on time.

Ten minutes after eight she was
getting wild. Then Alan came.
She saw him, from a window, jump
out of a taxicab and pay the driver,
with a wave of the hand that she
knew meant the man was to keep
the change.

Well, he certainly looked happy.
Seemed to have not the slightest
idea of having committed an of-
fence. Phillipa was so glad to see
him that suddenly she was a bit less
ready to pounce on him; though she
could cheerfully have wiped the
smile off his face with a resound-
ing slap.

She hurried to her room, and
permitted her mother to admit
Alan, knowing that neither would
be likely to say anything that would
embarrass her. Besides, she would
not give them time. She wanted
only a moment or two to collect
herself, along with her hat and
wrap, before returning to the liv-
ing room.

When Alan saw her, the fire had
gone out of her eyes, the hard, set
look from her lips. She was pen-
sively quiet, but not martyr-like
enough to be irritating. Remem-
bering what Natalie had done to
Alan, she waited him to think that
she, Phillipa, had implicit trust in
him.

But it was hard for her to keep
from stamping her foot and de-
manding to know what he meant
by keeping her waiting like that.
Especially, as she saw in his eyes
a light that reflected bubbling
spirits.

Alan, touched by her attitude,
felt that an explanation of his tar-
diness was due her, even though
he had prepared her to expect it.
"I had to take Natalie home," he
said simply, as they walked a few
blocks to a restaurant where they
had eaten once or twice.

Phillipa maintained a silence
which she somehow kept from be-
ing sullen; perhaps because she
tucked her hand in his arm for
an answer.

"She had her sister Florence with
her," he added, and Phillipa tucked
her arm a little tighter.

"It would have been beastly to
let them go up there alone to that
house," Alan went on, and was not
aware that he was speaking apolo-
getically.

"You had the furnace started
didn't you?" Phillipa asked, and
she said it pleasantly.

"Oh yes, yes of course. But
there were certain little things that
I should have looked after before,"
Phillipa smiled. She knew he
was not looking at her. If his gaze
was anywhere in particular, it was
up toward the star-spangled sky.

"And you had the maid there,
and the groceries?" she queried.

"Naturally I did everything Nat-
alie asked me to do," Alan an-
swered. "But you know how it is,
Phillipa, coming back to a house
that's been closed up, I had to see
her through it."

"Didn't she ask you to have din-
ner with them?" Phillipa could not
suppress this sarcasm.

"No, she didn't," Alan told her
shortly, but Phillipa sensed that
there was a great deal more be-
hind the words than he wanted her
to know.

Her question had brought up in
Alan's mind for the hundredth time
a certain query. Had Natalie, or
had she not, been on the verge of
asking him to stay and dine with
her and Florence?

Another thing; he could almost
swear that she had wanted him to
kiss her when they met at the
station. He wished now that he
had; probably wouldn't have an-
other chance. And he couldn't
forget that warm, eager, reaching
handclasp she had given him; the
slight swaying of her body toward
him, and the instant her eyelids
had covered her eyes and hid what
they had to tell.

Perhaps it might have been dif-
ferent; he might have braved her
displeasure and kissed her if Flo-
rence had not been there. He had
wondered then, and he wondered
now, what Natalie's family thought
of him. Mrs. Jayhunter wanted a
reconciliation between him and
Natalie, of course. But Florence
had acted strangely.

The girl had been different—a
most unusual way for Florence to
be. But then she was thinking of
what Natalie had told her on the
train. Faced with the possibility
that Alan would refuse to become
reconciled with her, Natalie had
been forced to tell Florence of their
trouble. And she had warned Flo-
rence against being affectionately
demonstrative with him, lest he
think that she'd been put up to it.

Mrs. Jayhunter had tried to
keep Florence from accompanying
Natalie on her return home, but
Natalie preferred to have her. She
had a dread, that fairly made her
sick, of failing with Alan. She
would want someone, even Flo-
rence, with her then.

As it takes a great crisis to level
all barriers between two persons
who have failed in understanding,
in most cases, at least, and there
was none for this, Natalie and Alan
minded their moment of rushing to-
gether with all else but their love
forgotten.

Natalie was chilled to the heart
with disappointment. She had
hoped that Alan would take her in
his arms when they met and kiss
her until she'd have to beg him to
stop.

Now, if anything was to come of
her return, she would have to ask
him to forgive her. She was will-
ing to do that, but her dream of a
perfect reconciliation was over. It
couldn't ever be what she had
hoped.

On the way up to Hillshire,
in Alan's car, which he had been
keeping in New York, he talked
with forced ease, telling Alan of
Andrew, and why she had brought
Florence along. Not, however, as
Florence would have told it. The
younger girl would have said
frankly that she was pursuing the
young man.

But Florence was bobbing around
in the tonneau with the hand lug-
gage. This was not Natalie's ar-
rangement, but a matter of neces-
sity, since Florence had climbed
in before she could offer a word
of objection, and it being ridiculous
to crowd in after her when there
was so much more room in front.

Every foot of the drive was poi-
gnantly familiar to Natalie. She and
Alan had been over the route many
times. She wondered if he recalled
those times, too.

Frequently she stole a sidelong
glance at him. He had changed;
not much, but enough to hurt her.
There was a worn, haggard look
about him. Perhaps she took a little
too much responsibility for it
unto herself, not knowing that Alan
had lost a great deal of sleep tak-
ing Phillipa out.

At any rate, it softened her feel-
ings toward him still further. It
almost caused her to invite him
to stay to dinner. But he hadn't
kissed her. She couldn't forget
that. Oh, if he'd only kissed her
in spite of everything!

Another thing that caused her
to hesitate—the desire to have him
remain did not leave her—was that
Alan showed no sign of wanting to
stay. Although he did, very much.
It would have been like opening
up the gates of paradise to him.
But on his mind was his promise
to Phillipa to return. He was
dreadfully afraid that Natalie would
see how much he wanted to stay
and, perhaps out of pity, tell him
he might.

That would be disastrous. He
couldn't fail Phillipa, and if he re-
fused Natalie, she would be cer-
tain to misunderstand and not ask
him again.

He was tempted, as he was tak-
ing his reluctant departure, to tell
her some lie about a dinner engage-
ment with "one of the boys." But
the searching quality of her eyes
made such prevaricating unthink-
able.

Lord, what a beauty she was!
How could he ever have been any-

STORY OF TRIP TO CANADA.

SOLICITOR'S CLERK ON
ABDUCTION CHARGE.

"STILL LOVE HIM."

"I am willing to go back to
Canada with him if necessary, or
live in England. I still love him."
This was the statement made at
North London by Kathleen Nancy
Chapple, now 18 years of age, and
living with her parents at Hornsey-
road, Holloway.

She gave evidence in a case in
which Jesse Walter Curtis, 37,
solicitor's clerk, was charged with
forgery, fraudulent conversion and
abduction.

Miss Chapple told how, when she
left school, at the age of 15, in 1927,
she obtained a situation at Jennens
and Jennens, solicitors, of Kentish
Town-road, being engaged by
Curtis, who was the managing clerk.

Sailed for Canada.
"In the early summer of 1928,"
she said, "the solicitor who con-
ducted the business disappeared,
and the other clerks left."

"Curtis carried on the business,
and I was alone with him."
"At the end of July he said he
was going abroad, and asked me if
I would accompany him."

She consented, and on August 2
they sailed for Canada as man and
wife, continued the girl. She knew
he was a married man.

All the time she lived with him
he treated her well, but he was free
only two evenings a week, and she
was lonely.

Cable to Parents.

He suggested that she should
write or send a cable to her parents,
and they sent a cable between them.
When the reply came he arranged
for her passage home. He was to
follow later.

Sergeant Peacock said Curtis was
deported from Canada as an unde-
sirable, and was arrested at
Greenock, Scotland, on his arrival.
The police, he said, had been
searching for him for two years,
and bail was strongly objected to.
Curtis was sent for trial, bail
being refused.

thing but blinded by her loveli-
ness?

She gave him her hand in part-
ing, and Alan trembled over it. He
let it go quickly.

He thought, as he walked along
with Phillipa, of the way Natalie's
expression had changed then. He
wished he knew what thought had
flashed through her mind.

Good lord, couldn't she guess that
it was impossible for him to hang
on to her hand and keep his head?
But suppose he wasn't expected to
keep his head? Suppose she really
was willing to let bygones be by-
gones?

A touch of panic seized him. Had
he spoiled everything? It was all
a mess, but they might find a way
out if Natalie didn't give up.

He only half heard what Phillipa
was saying to him.

(To Be Continued)

PUBLICITY IN FIGHT FOR
WORLD TRADE.

A PLEA FOR YOUTH.

A strong demand that "old men"
should make way for youth in
business was made recently by Sir
Charles Higham.

He also advocated the holding of
a mass meeting at the Mansion
House, where he was speaking, of
advertisers and sellers to discuss
means of meeting foreign competi-
tion in trade.

The occasion was the presenta-
tion to Sir Charles by the Lord
Mayor of the cup given annually by
members of the Publicity Club of
London to the person whom they
consider has rendered the greatest
service to advertising during the
year.

"We are at War."
Referring to the Lord Mayor's
praise of his publicity work during
the war, Sir Charles said:—

"We are at war now, and a lot
of us don't realise it."
"It is a more difficult war than a
real war. It is a war of trade, and
we are not doing all we should do
to win it."

"The greater weapon—advertis-
ing—is not being used as we should
use it. We are not pooling our
sales knowledge in the fight. We
must really 'Wake up England' to
the need of pushful selling."

"We need to combine the old
spirit of the Merchant Adventurers
with the mighty power of modern
advertising and selling, then we
can whack the world."

"We must welcome, not resent,
new ideas. We must give youth
its chance."

Sir Charles suggested that the
Mansion House meeting should dis-
cuss ways and means of "beating
the Germans and the Americans
at the game they are going to play."

The Lord Mayor replied that if
the suggestion were put into con-
crete form, and it appeared to him
likely to be of benefit to the coun-
try, he would support it.

Mansion House Meeting?
Later in the day, Sir Charles
wrote to the Lord Mayor suggesting
that the proposed Mansion House
meeting should be representative
of heads of all the leading British
industries, including shipping, coal,
steel, iron, textiles, &c., and every-
one else concerned.

His idea is that it should
formulate a "Wake up England"
movement to the need and the
method of extending exports, and
that the meeting should invite the
best selling brains in the British
Isles to offer their collective ser-
vices.

"The Department of Overseas
Trade, as that part of His Majesty's
Government, which deals with ex-
port, should be invited to co-
operate," he added, "but the move-
ment should be a business move-
ment."

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A WEAKNESS FOR "GLAD RAGS."

WIDOW'S ADMISSIONS IN
BANKRUPTCY.

A widow who came up for public
examination in bankruptcy at
Leeds admitted to the Official
Receiver that she had a weakness
for "glad rags."

She was Mrs. Clara Teresa
Wilkinson, aged 35, late of Head-
ingley, Leeds. She attributed her
bankruptcy to personal extrava-
gance and money borrowed at a
high rate of interest to meet the
costs of her intervention in a
divorce action.

Mrs. Wilkinson stated that she
had been left £750 a year provided
she did not marry again, and her
creditors would receive, accord-
ing to an arrangement made, the
sum of £500 a year, and would
all be paid in full.

She agreed with the official
receiver, Mr. Clifford Bowling,
that she had weakness for "glad
rags," and owed, amongst other
items, £379 for clothing.

She was formerly a reception
clerk at a Leeds hotel, and her
husband died six years ago. She
had no intention of remarrying.
The respondent in the divorce
suit in which she intervened
became bankrupt in 1927, and she
was then pressed for payment by
the moneylenders who had
advanced the costs of the action.

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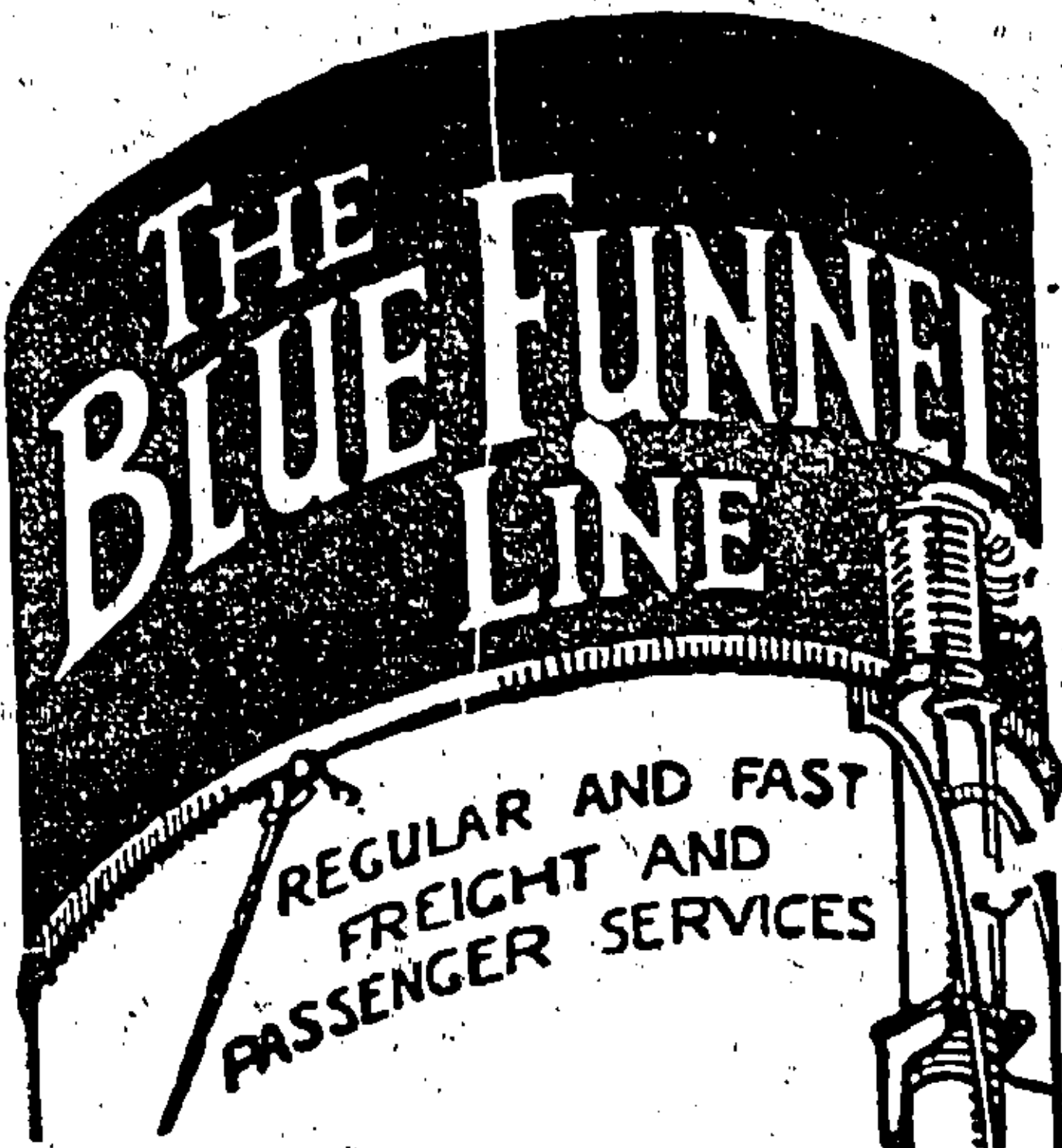
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ANGERS.....	26th Aug.	G. METZINGER.....	1st Sept.
SPHINX.....	16th Sept.	ANDRE LEBON.....	15th Sept.
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THE HARBOUR PIPE LINE.

OFFICIAL STATEMENT AS TO CONSTRUCTION.

The story of the construction of the harbour pipe-line, which was recently brought into use to reinforce the water supply in the Island of Hongkong by bringing water from Shing Mun, is told in detail in the annual report of the Director of Public Works.

After mentioning the laying of the 24 inch main under the Kowloon-Canton Railway to the sea wall where it was to join the cross harbour pipes, and the main of the same size from Queen's Pier to Queen's Road, connecting with the 15 inch main at the corner of Wardley Street, the Director says: In January the Government decided to proceed with a Cross Harbour Pipe and Mr. R. M. Henderson, Assistant Director of Public Works, was deputed to proceed to England to place his scheme before The Colonial Office and Consulting Engineers. Mr. Henderson arrived in England on April 27 and sanction for his scheme was obtained in May.

On June 28 a contract for the necessary-steel pipes and specials was let to Messrs. Stewart and Lloyds, delivery to commence in England in six weeks and complete in two and a half months.

During this period preparation of the Harbour bed was proceeded with and special concrete anchor blocks were cast.

Mr. Henderson returned to the Colony on September 16 and the first consignment of pipes arrived on September 18.

A pipe yard was constructed on the Praya East opposite Arsenal Street, and fabrication of the pipe sections by oxygen and acetylene welding was commenced on October 13.

All was ready for pipe laying by November 23 but owing to the non-arrival of the necessary ball and socket joints, bolts and other

PROTRACTED HEARING ENDS AT LAST.

DOUBT EXPRESSED IN EXTRADITION CASE.

After several hearings extending over a fortnight, the extradition proceedings against Tang Yun came to a close at the Central Magistracy yesterday afternoon. Mr. Lindsell admitted there was much doubt on the evidence, but committed the fugitive to the custody of the police for 15 days prior to his extradition.

Tang is wanted by the Canton police for the alleged murder of a clansman at a village outside that city on April 25. A feature of the proceedings was that Mr. F. Rendall, the fugitive's counsel, brought evidence that on that date Tang was working in Hongkong.

"I admit that the evidence given in this case, raises in my mind some doubt," commented Mr. Lindsell. "It may appear that this doubt may justify the fugitive's discharge but I must agree with the Crown Attorney that there is evidence on which a jury might convict, if it were a murder trial in this colony."

Mr. Lindsell told Mr. Rendall that in his statutory report to the Governor he would express the doubts he had mentioned.

materials it was not possible to proceed.

On December 12 the necessary specials arrived and on December 17 pipe laying in the centre of the Harbour was commenced.

By the end of the year 4,800 lineal feet of pipe had been fabricated into sections and 800 lineal feet had been laid on the Harbour bed and tested.

The cost of the work up to that date was \$177,032.20. The project has been since completed and is now in operation.

THE QUESTION OF MINERS' HOURS.

EMPLOYERS' DELEGATES WALK OUT AT GENEVA.

Geneva, June 20.

Sharp developments have occurred in the committee dealing with miners' hours.

Mr. Shinwell (Great Britain) stated that in view of the lack of support for the British proposal for a working day not exceeding seven and a half hours, from bank to bank, he was willing to accept the previous German proposal of seven and three-quarters, on the understanding that it was open to various Governments, by legislation, to reduce the hours further.

The committee adopted the German proposal by 23 to 2 votes, with five abstentions, whereupon the whole employers' group walked out, and declined further participation in the proceedings, maintaining that the hours question was decided yesterday and ought not to have been reopened. —Reuter.

While Miss Elizabeth Mary Hopkins, a domestic servant, age 23, was walking home at night with her lover through Five Fields, Carmarthen—a favourite walk—she was suddenly stabbed by a stranger. When Frank Lister, an unemployed cotton spinner, of Royston, Lancs, was charged with the offence at Carmarthen the policeman who took him into custody said that Lister stated, "I plead guilty. I stabbed a girl about half an hour ago." On Lister, who was said to have been convicted 17 times previously, were found, it was stated, two razors and a Prayer-book. He was sentenced to three months' imprisonment.

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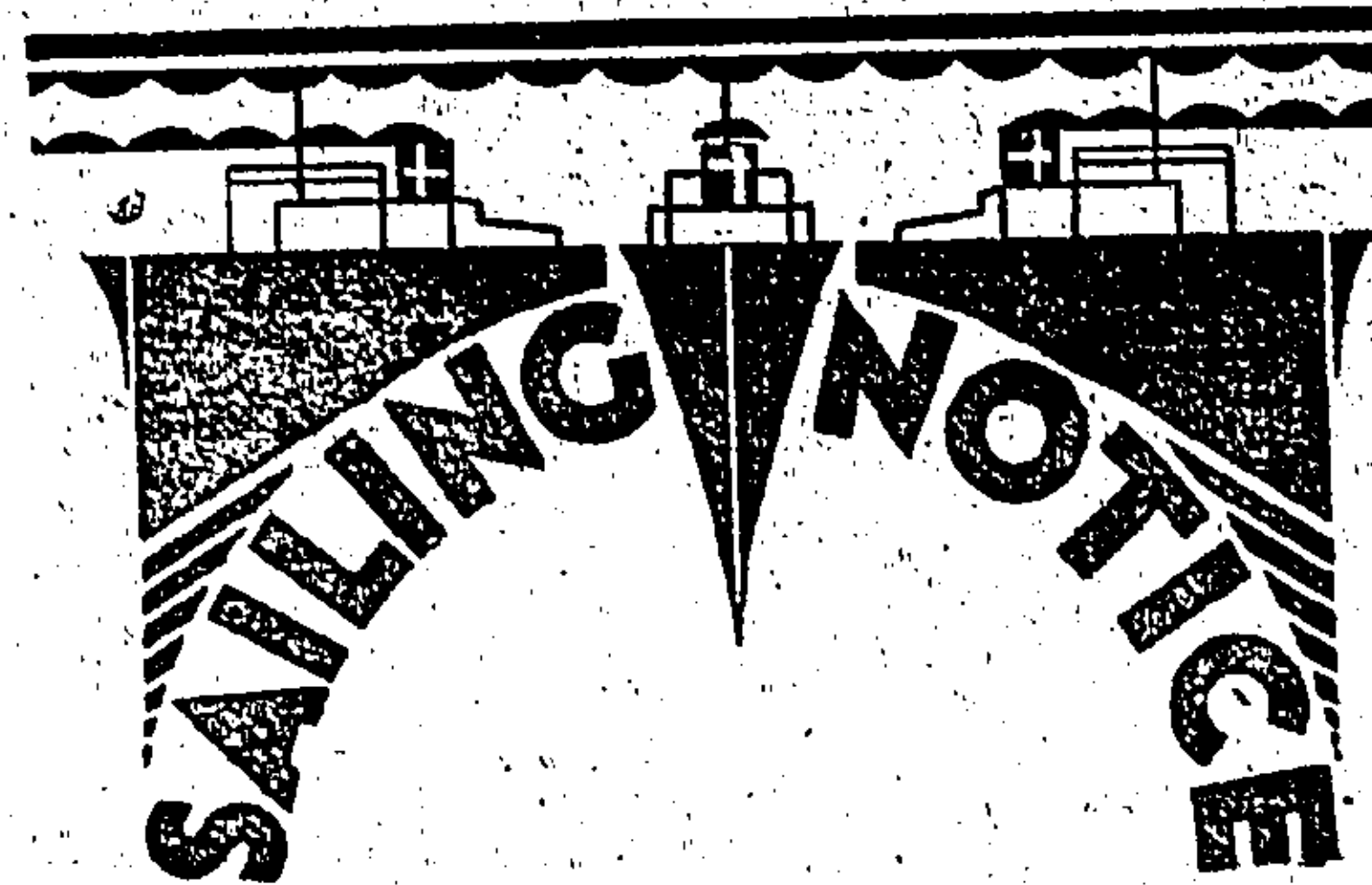
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Loading for Mauritius, Durban, Reunion, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderiz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

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THE BANK LINE, Ltd.



WEEKLY TRANS-PACIFIC SERVICE.

To San Francisco & Los Angeles

Fortnightly sailings on Tuesdays
 Pres. Cleveland T., July 1, 1 a.m.
 Pres. Pierce ... Tues., July 15
 Pres. Taft ... Tues., July 29

To Seattle & Victoria

Fortnightly sailings on Tuesdays
 Pres. Lincoln Tues., June 24, 8 a.m.
 Pres. Madison ... Tues., July 8
 Pres. Jackson ... Tues., July 22

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct ROUND THE WORLD.

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Suez Canal, Aden, Naples, Genoa, Marseilles, New York and Boston.
 Pres. Fillmore S., Jan. 29, 8 a.m.
 Pres. Wilson Jan., July 13, 8 a.m.
 Pres. V. Barre Sun., July 27, 8 a.m.

To Manila

Pres. Cleveland ... June 21, 6 p.m.
 Pres. Madison ... July 1, 6 p.m.
 Pres. Pierce ... July 5, 6 p.m.
 Pres. Jackson ... July 15, 6 p.m.
 Pres. Taft ... July 19, 6 p.m.
 Pres. McKinley ... July 23, 6 p.m.

ON NTON BRANCH:—No. 4 Shakes Street.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Asama Maru ... Thursday, 3rd July.
Taiyo Maru ... Sunday, 13th July.	
SEATTLE, VICTORIA via Shanghai & Japan Ports	Siberia Maru ... Saturday, 5th July.
Hikawa Maru ... Wednesday, 16th July.	
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez	Hakozaki Maru ... Saturday, 28th June at 7 a.m.
Tanikuni Maru ... Saturday, 12th July.	
SYDNEY & MELBOURNE via Manila & Ports	Tango Maru ... Tuesday, 24th June.
BOMBAY via Singapore, Penang & Colombo	Tottori Maru ... Friday, 27th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama	Bokuyo Maru ... Sunday, 29th June.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports	Kamakura Maru ... Tuesday, 1st July.
NEW YORK, BOSTON via Panama	Tatsumo Maru ... Wednesday, 25th June.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles	Durban Maru ... Sunday, 20th July.
CALCUTTA via Singapore, Penang & Rangoon	Tokushima Maru ... Sunday, 29th June.
SHANGHAI, KOBE & YOKOHAMA	Haruna Maru ... Monday, 23rd June.
Penang Maru ... Thursday, 26th June.	
Tamba Maru ... Monday, 30th June.	
Cargo only.	

For further information apply to—NIPPON YUSEN KAISHA. Telephone 30291. (private exchanges to all Depts.)

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(PACIFIC COAST-ASIATIC SERVICE.)

REGULAR TRANS-PACIFIC SERVICE.

HONGKONG direct for:

SHANGHAI, LOS ANGELES HARBOUR, SAN FRANCISCO, PORTLAND, ORE., VANCOUVER, B.C., SEATTLE and TACOMA.
 M.S. "CORNEVILLE" ... Sailing 12th July.
 M.S. "BRONXVILLE" ... Sailing 22nd July.
 M.S. "PLEASANTVILLE" ... Sailing 14th Aug.
 Also issuing through Bills of Lading to Gulf and Atlantic ports, with transshipment at San Francisco to Luckenbach Line.

SOUTH BOUND.

M.S. "BRONXVILLE" ... due H'kong 21st sailing 22nd June
 M.S. "PLEASANTVILLE" ... due H'kong 18th sailing 14th July
 Accepting cargo for Manila, Java ports and Singapore.
 For Freight rates and all other information please apply to—

THORESEN & CO., LTD.

Queen's Buildings. Agents. Tel. 30237.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUALS DES
MESSAGERIES MARITIMES.

The Steamship, "CHENONCEAUX"
Arriving on Tuesday,
the 17th June, 1930.
From MARSEILLES, &c.

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception of
Opium, Treasure and Valuables are
being landed and placed at their risk
in the Godowns of the Hongkong &
Kowloon Wharf & Godown Co., Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed.

Goods not cleared within 7 days
including date of arrival, will be
subject to rent.

All claims must be sent to the
undersigned before Thursday, the
26th June, 1930, or they will not be
recognized.

Damaged packages must be left
in the Godowns for examination by
the consignees, and the Company's
Surveyor Messrs. Goddard & Douglas
at 10.00 a.m. on Monday, the 23rd
June, 1930.

No claims will be admitted after the
Goods have left the Godowns.
No fire insurance will be effected
by us in any case whatever.

R. OHL,
Agents.

Hongkong, 17th June, 1930.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

37, Queen's Road C., 2nd floor.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS,
LIMITED.MIDDLESBRO, ANTWERP,
LONDON and STRAITS.

The Steamship, "BENARTY"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 23rd June, 1930 will be subject to
rent.

All claims against the steamer must
be presented to the Undersigned on or
before the 7th July, 1930 or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
21st June, 1930 at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 16th June, 1930.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 51B, Top Floor, Wyndham St.,
Hongkong.RATES OF POSTAGE
TO GO UP.NEW CHARGES PROBABLY
ABOUT DOUBLE.

The announcement made by the
Colonial Secretary of the inten-
tion of the Government to raise
the rates of local and foreign
postage, effective July 1 next,
comes as no particular surprise.
Such an increase has long been
anticipated and would have gone
into effect almost a year ago had
it not been for the desire to keep
the rate as low as reasonable.

At the present time, however,
with the sensational fall in the
value of the dollar, 10 cents,
which formerly represented the
25 centime unit used as the
basis of international postage by
the Universal Postal Union, re-
presents a trifle more than one
half of that amount, and Hong-
kong stands out to-day as the
country with the cheapest postal
rates in the world, for since
1898, when certain current issues
of Queen Victoria were sur-
charged to conform with the
fluctuation of the dollar at that
time, there has been no change
whatever in the rates.

It is impossible at the present
time to state definitely what the
new rates will be, but it is
anticipated that so far as the
local and Empire rates are con-
cerned they will be approxima-
tely doubled, and that the foreign
rate will probably coincide with
that to be adopted throughout
China—15 cents instead of 10.
There is a possibility, however,
that as the postal authorities
have no stamps of a five cent
denomination, and not a sufficient
stock of other values that could
be surcharged to that value, the
rate may be fixed at 16 cents.

Rates on postcards will in-
crease in conformity with those
of the adhesive stamps.

It is also interesting to note
that the Government Radio Ser-
vice has materially raised its
rates. The new charges conform
to those of the commercial cable
companies, the rate to Europe
being raised from \$1.80 to \$2.45,
those to America which were
from \$1.90 to \$2.25 now being
from \$2.75 to \$3.80, and to
Manila from 30c to 45c.

NEW AMERICAN
TARIFFS.MUCH INDIGNATION IN
FRANCE.

Paris, June 20.
Indignation is rife at the new
American tariffs. The Customs
Committee of the Chamber has
passed a resolution demanding
that negotiations be opened with
the United States with a view to
a reduction of tariffs; alternately
urging retaliatory measures.

M. Herriot, in an interview,
urges united action on the part
of the European governments.
The *Petit Journal* similarly draws
attention to the "absolute neces-
sity" of a federation of European
states.—*Reuter*.

Effect in Canada.

Ottawa, June 20.

The signing of the United States
Tariff Bill automatically makesBANKS TO REDUCE
INTEREST.ONE PER CENT. ALLOWED ON
CURRENT ACCOUNTS.

The effect of the glut of un-
employed money in Hongkong
has again made itself apparent,
three of the biggest local banks
having decided to reduce their
rate of interest on Current
Account credit balances.

It has been decided by the
Hongkong and Shanghai Bank,
together with the Chartered Bank
of India, Australia and China,
that, in view of the conditions
now ruling in the local money
market, they cannot continue to
pay the present rate of interest
of 2 per cent. on Current Account
credit balances, and that from
July 1, they will allow interest
at the rate of one per cent on
the minimum overnight balance
during any one month provided
such balance is not under \$1,000.

That is to say, if the smallest
overnight balance during a month
is \$1,000 or any greater amount,
interest at one per cent. will be
allowed for one month on such
amount, but no interest will be
allowed if, during the month, any
overnight balance is less than
\$1,000.

Interest, it is stated, will be
credited half yearly as now.

The Mercantile Bank of India
has also decided to reduce their
rate of interest in the same
manner as from the first day of
next month, but they are con-
sidering the probability of fixing
the minimum amount of balance
overnight during the month at
\$500 so that the small depositors
will not be hit quite so hard.

The Bank of Canton also have
the matter under consideration,
but a Press representative
was informed by the manager
yesterday that they have not, as
yet, come to any definite decision.

Rates on Overdrafts.

Our representative also en-
quired whether, as a result of
this reduction of interest on
current accounts, the charges on
overdrafts would also be further
reduced, but he was informed
that, at the moment, overdraft
charges would not be affected.

In view of the Hongkong
Government's ban on the import-
ation of more than fifty Mexican
Dollars at one time into the
Colony, it will be of interest to
our readers to learn that
"chopped" Mexican dollars are
not legal tender in Hongkong,
and may be refused: This does
not apply, however, to clean
Mexican dollars.

effective the Canadian counter-
vailing duties on one hundred
and twenty items, mainly agricul-
tural products.

It is pointed out that Canadian
exports to America are valued at
\$30,000,000 worth of farm pro-
ducts annually, in addition to
other commodities like lumber,
hides and cattle.—*Reuter's Ameri-
can Service*.

A Note of Warning

San Francisco, June 20.

Mr. Owen Young in a broadcast
address advised the developmentCHINA COAST
OFFICERS.RECENT CHANGES AND
APPOINTMENTS.

Captain J. D. Fraser, of the King-
yuan, has gone master, Kaying.
Captain J. D. Whyte, of the Kaying,
has gone master, Kingyuan.

Captain A. H. Bathurst, from re-
serve, has gone master, Nanning.
Captain H. Gifford, from reserve,
has gone master, Whangpu. Captain
A. V. Winkler, of the Whangpu, is on
reserve.

Captain W. Poplow, of the Ning-
hai, is on reserve. Captain J. T. J.
Layton, of the Luchow, has gone
master, Ninghai. Mr. J. Atkins,
chief officer, Szechuen, has gone
acting master, Luchow.

Mr. W. Forrester, chief officer,
Chusan, has gone chief officer, Kan-
chow. Mr. L. V. Rowe, chief officer,
Kanchow, has gone chief officer,
Luchow.

Mr. J. M. Band, second officer,
Shuntien, is on reserve. Mr. J. W.
Smith, from reserve, has gone second
officer, Shuntien.

Mr. R. W. Forrester, chief officer,
Poyang, has gone chief officer, Hsin
Peking.

Mr. F. A. Galbraith, second officer,
Poyang, has gone second officer,
Chungking. Mr. B. Rybalovsky,
second officer, Chungking, has gone
second officer, Poyang.

Mr. J. Binnie, second officer, Kwong-
chow, has gone second officer, Team.
Mr. H. D. Taylor, second officer, Kiu-
kiang, has gone second officer, Kwong-
chow. Mr. P. Kelly, from reserve,
has gone second officer, Kiukiang.

Mr. H. A. Whittle has joined the ser-
vice of the Indo-China S. N. Co. as
junior officer.

Mr. J. H. Reid has joined the service
of the Indo-China S. N. Co., and has
been appointed third officer, Mausang.

Mr. J. H. Horn has joined the ser-
vice of the Indo-China S. N. Co., and
has been appointed third officer,
Kwongsang.

Mr. H. C. Blaquiere, from reserve,
has gone chief officer, Yuensang. Mr.
S. Duncan, chief officer, Yuensang,
has gone chief officer, Chaksang.

Mr. E. V. de Malmanche, from re-
serve, has gone third officer, Kwai-
sang.

Mr. J. D. Thwaites, second officer,
Mausang, has gone second officer,
Kumsang. Mr. G. Y. L. Hunter,
second officer, Kumsang, is on reserve.

Mr. D. S. Petrick, from reserve, has
gone chief officer, Waishing.

Mr. T. Curry, second engineer
officer, Hsin Peking, has gone second
engineer officer, Fengtien.

Mr. D. F. Stratton, third engineer
officer, Chusan, has gone third
engineer officer, Wenchow.

Mr. E. Ellison, third engineer of-
ficer, Tainan, has gone third engineer
officer, Kanchow. Mr. H. S. McComb,
third engineer officer, Kanchow, has
gone second engineer officer, New-
chang. Mr. F. G. Hudson, second
engineer officer, Newchang is on re-
serve.

Mr. E. G. Fitzpatrick, from reserve,
has gone second engineer officer,
Liangchow. Mr. G. R. Wensley,
second engineer officer, Liangchow, has
gone second engineer officer, Hsin
Peking.

Mr. E. H. McKay has been appoint-
ed second engineer officer, Fukwang.—
Shipping and Engineering.

of a consistent national policy, in-
cluding the cultivation of foreign
markets, with improved credit
facilities, as a means of solving
problems like the agricultural
surplus, which must be exported;
and a spirit of international co-
operation is necessary for this.—
Reuter's American Service.

THE SWEDISH EAST ASIATIC
COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

(with Limited, but exceptionally good, passenger accommodation).

Loading Direct For

ANTWERP, ROTTERDAM OR AMSTERDAM, HAMBURG
AND SCANDINAVIA.

Sailing about

M.V. "NAGARA" ... 29th June.

S.S. "CEYLON" ... 15th August.

SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK

Sailing about

S.S. "CEYLON" ... 25th June.

Passenger Rates Hongkong to Europe

£60.

For further particulars, apply to the Agents:—

GILMAN & CO., LTD. G. E. HUYGEN

Hongkong. Canton.

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GLENSHANE" ... 29th June.

Motor Vessel "GLENAPP" ... 4th July.

Motor Vessel "GLENHARRY" ... 18th July.

Motor Vessel "GLENHARVEY" ... 1st Aug.

Steamship "GLENHARVEY" ... 15th Aug.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & CO., LTD.

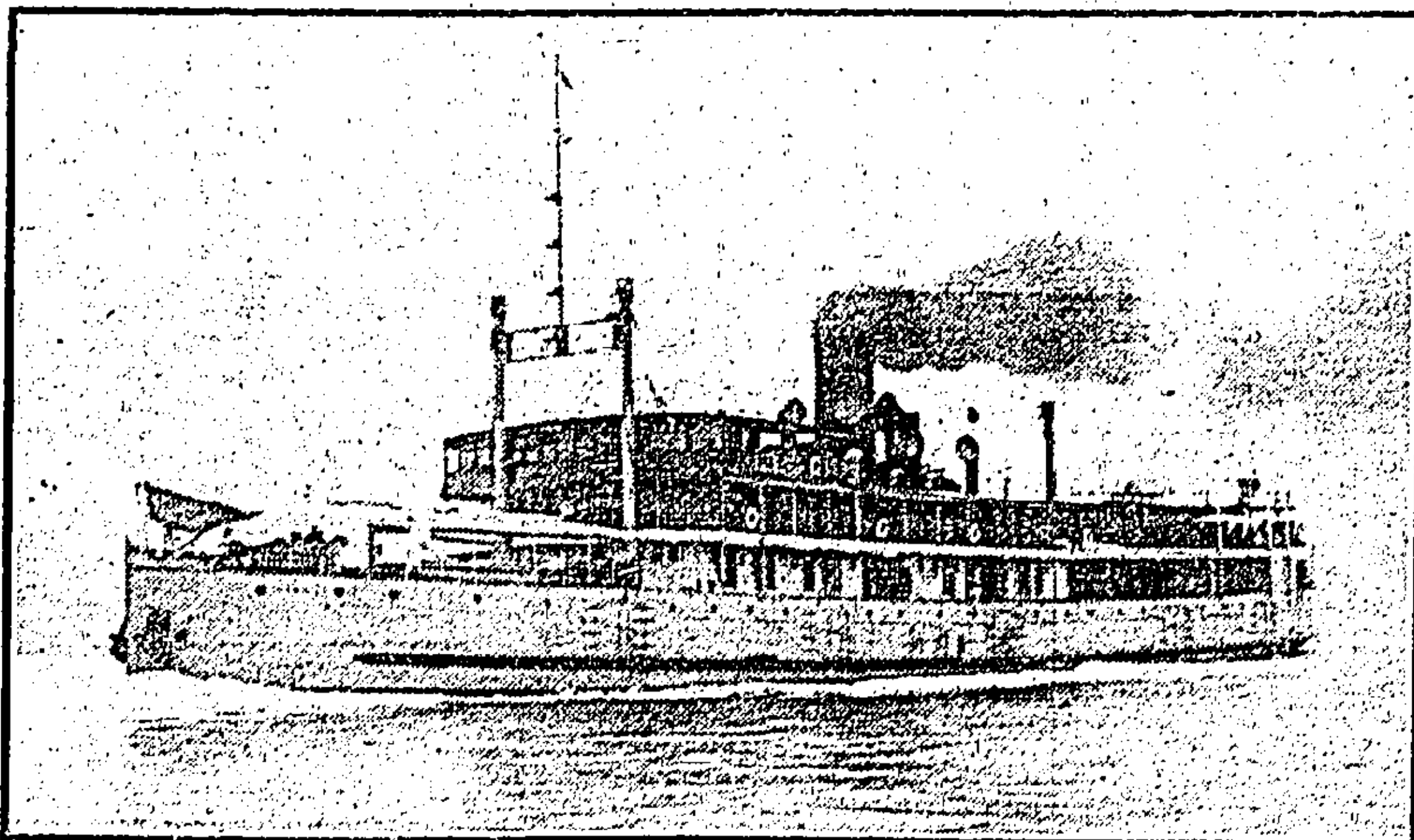
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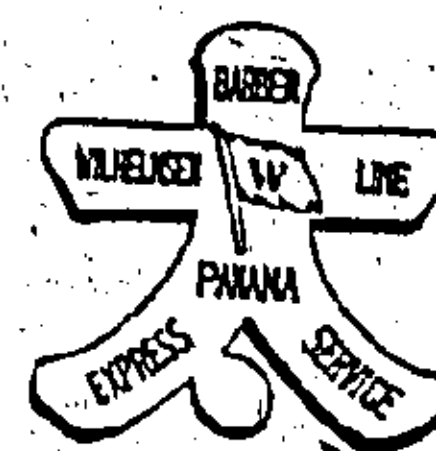
Dock Owners, Ship Builders, Marine & Land Engineers, Boiler Makers,
Iron, Steel & Brass Founders, Forge Masters, Electricians.

T. S. S. "SIANG WO."

Passenger & Cargo River Steamer, built and engineered at Kowloon Dock, by the Hongkong
& Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd.,
for service on the Middle Yangtze Hankow-Ichang.

Please address enquiries to the Chief Manager:—

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

BARBER WILHELMSSEN
LINE.THE PREMIER ALL WATER ROUTE TO
NEW YORK and other U.S. Atlantic Ports
via Panama.All Vessel call at SAN FRANCISCO and LOS
ANGELES en route.

Passengers desiring to travel, by this interesting
route will find the accommodation provided
well up to their expectations, and at a cost most
reasonable.

42 Days To New York

For Passenger and Freight information please apply:—

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Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa,
Australasia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe, etc.

PENINSULAR & ORIENTAL FORTHRIGHTLY DIRECT ROYAL

MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination
RANPURA	16,601	21 June, noon.	Bombay, M'les & L'don
LAHORE	5,304	28th June	M'les, L'don, Hull, H'bg, R'dm & A'werp
KARMALA	9,128	5th July	Marseilles, L'don, Hull, R'dm & A'werp
MOREA	10,954	19th July	Bombay, M'les & L'don
JEYPORE	5,318	26th July	M'les, L'don, Hull, H'bg, Rotterdam & Antwerp
KALYAN	9,144	2nd Aug.	M'les, L'don, Hull, R'dm & A'werp

Cargo only.

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Smyrna and other Levant by Steamers of the
Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

PAKADA	9,949	21st June 3 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	28th June	S'pore, Penang & Calcutta
SHIRALA	7,841	3rd July	S'pore, Penang & Calcutta
TAHLIWA	7,936	18th July	S'pore, Penang & Calcutta

B. I. Aparcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	4th July	Manila, Sandakan, Thurs.
NELLORE	6,853	3rd Aug.	Island, Townsville, B'bane
TANDA	6,956	5th Sept.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong

to Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, H'kong,
Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports en route as
indicated on offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New

Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. French Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and

London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKLIWA	7,936	25 June, D'light.	Amoy, S'hai, Moji, Kobe & Osaka
KALYAN	9,144	4th July	S'hai, Moji, Kobe & Yoko
NELLORE	6,853	8th July	Moji, Kobe, Osaka & Yoko
RAJPUTANA	16,568	18th July	S'hai, Kobe & Yoko
TILAWA	10,006	19th July	Amoy, Moji, Kobe & Osaka
TALAMBA	10,000	29th July	Amoy, Moji, Kobe & Osaka

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be

received at the Co's Office up to noon on the day previous to sailing

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., O. Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS

PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong	Due to Sail
TAIPING	11th July	22nd July
CHANGTE	12th August	22nd August
TAIPING	12th September	23rd September
CHANGTE	14th October	21st October

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,

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CENTRAL THEATRE



THE best of the season's musical plays! It's gay, rollicking and tuneful," says The New York Telegram. All New York raved about it. The screen's first original musical-romance.

MAURICE CHEVALIER
The Love Parade

AN ERNST LUBITSCH PRODUCTION
JEANETTE MACDONALD
LUPINO LANE LILLIAN ROTH

A SUPER-PRODUCTION
AT POPULAR PRICES.

BY POPULAR REQUEST

SHOWING TO-DAY, SUNDAY, MONDAY & TUESDAY.
at 2.15, 5.10, 7.15 & 9.20 p.m.

Bookings at Anderson Music Store and
at the Theatre (Telephone 25720).



Government Nurse:—The blanket is a bit short so we'll have to cut a piece off the bottom and sew it to the top.

NEW TERRITORIES QUESTION.

LAND OFFICER'S POWERS DEFINED.

DOUBTS REMOVED.

The Gazette contains the draft of an Ordinance to amend the New Territories Regulation Ordinance, 1910.

It is explained that Section 20 of the New Territories Regulation Ordinance, 1910, Ordinance No. 34 of 1910, which gives the Land Officer a general power to decide all questions regarding any land in the New Territories, provides that he shall not have power to decide "any question or dispute in respect of any land having a capital value exceeding five thousand dollars, or an annual value exceeding five hundred dollars, unless with the written consent of the parties." Section 3 of the Ordinance defines the term "land" in such a way that in some cases at least it may include rent.

The question arises whether the term has this meaning in the above passage, and that the Land Officer has jurisdiction to decide a claim for arrears of rent up to the total amount of five thousand dollars.

If the term "land" in the above passage does not include "rent," then the Land Officer has no jurisdiction to decide a claim for arrears of rent if either (a) the physical land has a capital value exceeding five thousand dollars or (b) the annual rent exceeds five hundred dollars.

If the Land Officer has jurisdiction the jurisdiction of the Supreme Court is ousted by section 24 of the Ordinance. Different opinions have been expressed as to whether the term "land" does or does not include rent in the above passage.

Accordingly, a landlord may be in doubt as to his proper remedy, and in case of difference of opinion between the two jurisdictions he may be left without any remedy at all. In the case of New Kowloon this position is of less importance, because a landlord has now a remedy in New Kowloon under the Distress for Rent Ordinance, 1883, as amended by the Distress for Rent Amendment Ordinance, 1928. In the New Territories other than New Kowloon, however, there is no machinery for distraint.

This Ordinance is intended to resolve the above doubt. The effect of paragraph (b) of the proviso to be inserted by section 2 of this Ordinance is that the Land Officer will clearly have power to decide claims to arrears of rent so long as the monthly value of the rent does not exceed \$500 and so long as the total claim does not exceed \$1,500.

CORONATION OF THE KING.

ANNIVERSARY FALLS DUE TO-MORROW.

To-morrow being the anniversary of H.M. the King's Coronation, H.M. Ships in port will be dressed overall from 8 a.m. to sunset. The Royal Salute will be fired by H.M.S. Tamar at noon on Monday. H.M. ships will be dressed with flags only while the salute is being fired.

"LOVE PARADE."

SEASON EXTENDED FOR FOUR DAYS.

"The Love Parade," which has been showing to packed houses during its seven days run, has been extended for a further four days, as the management have received many requests from patrons asking for the showing to be extended as they were unable to book seats previously. Therefore all those who have not seen "The Love Parade" are advised to book their seats early as this is the last opportunity to see this picture.

"The Love Parade" with the inimitable Maurice Chevalier and the new Jeanette MacDonald singing the Marche of the Grenadiers and Dream Lover will put a stop to any adverse criticism of the stage from where she hails.

The story is of a vagabond soldier who sang his way into the heart of a Queen. Chevalier is the soldier and Miss MacDonald is the Queen and what a charming pair they make. Lillian Roth and Lupino Lane furnish the comedy. Director Lubitsch conquers the light opera for his first talkie under Paramount direction.

CHINA WAR.

TWO FOREIGN RESORTS CLOSED.

Shanghai, June 20. It is reported that the Ministry for Foreign Affairs has sent a letter to the foreign Consulates stating that Kuling and Chikungshan are closed to foreign nationals in view of military operations.—*Reuter*.

Mukden Attitude.

Mukden, June 20. Chang Hsueh-liang has put the quietus on continual reports that he is participating in the present civil war.

Interviewed, the young Marshal denied the report that he had telegraphed to Yen Hsi-shan and Feng Yu-hsiang urging a peace parley. He stated that the neutrality of Manchuria was being scrupulously maintained, despite the constant pressure both of Nanking and the Northerners.—*Reuter*.

FUTURE STATUS OF INDO-CHINA.

REFORMS ADVOCATED BY A FORMER GOVERNOR.

Paris, June 20. During a debate in the Chamber on the recent events in Indo-China, M. Varenne, a member of the Left Opposition and a former Governor of Indo-China, urged the appointment of a Commission to study the necessary measures to be taken in the Colony similarly as England had done in India.

He concluded by advocating for Indo-China an extensive system of reform tending to autonomy under the aegis of France. He declared that the independence of the Colony was at present disastrous.—*Reuter*.

FAIR TO SHOWERY.

The Royal Observatory forecast until noon to-morrow is—South winds, moderate; fair to showery.

Mrs. Ware, wife of Dr. Ware is lying seriously ill in Victoria Hospital.

REPARATIONS TO BRITAIN.

MEMORANDUM EXPLAINS THE TOTAL RECEIPTS.

THE EMPIRE'S SHARE.

London, June 20. A memorandum on the British receipts from German reparations under the Hague Agreements is issued. The memorandum explains that the total annual receipts of the United Kingdom comprise firstly the share which the United Kingdom is entitled to receive out of the German annuities prescribed in the expert's report. The plan did not fix the exact amount of the United Kingdom's share, and only fixed the annuities payable to the British Empire as a whole.

It was understood that the intention of the experts was to provide for the United Kingdom, during a period of fifty-six years, precisely the annual amount required to make up with our receipts from inter-allied debts, our war debt payments to the United States Government and to provide an average sum of £2,600,000 during a period of thirty-seven years for the rest of the British Empire, this sum representing approximately the full share which the rest of the Empire would have received on an average if the German annuities during the first thirty-seven years had been distributed in accordance with the existing percentage.

It has been agreed that the British Empire share shall be divided between the United Kingdom and the rest of the Empire on this basis. The resulting annuities payable to the United Kingdom have been communicated to the Bank for International Settlements.

These receipts represent only payments specifically provided for in the expert's report.

Secondly the United Kingdom will receive a cash payment of 102,000,000 reichsmarks, or five million pounds, transferred by other creditor Governments, in order to cover the payment of the British debt to the United States in 1929/30.

Thirdly, there are annuities payable for thirty-seven years to the United Kingdom by France, Belgium and Italy under the Hague Protocol of August 31, 1929.

These annuities were offered by other creditor Governments as a partial means of compensating this country for any difference between the receipts to which we were entitled under the new plan and the amount which we should have received if the total German payments had been distributed in accordance with the percentages previously in force.—*British Wireless*.

REDISCOUNT RATE DOWN.

Chicago, June 20. The Federal Reserve Bank has reduced the re-discount rate from four to three and a half per cent.—*Reuter's American Service*.

It is notified that the Hung Yuen Hotel Co., Ltd., the Hung Tak Lan Co., Ltd., and the Hoi On Steamship Co., Ltd., will within three months be struck off the register and the companies dissolved unless cause to the contrary is shown within three months.

BIG TIME

ALL TALKING Fox Movietone Drama
with LEE TRACY



MAE CLARKE-JOSEPHINE DUNN.

MUSICAL

SONGS
by Mae Clarke.
"Shadow Song"
"Song of India"

NEWSREEL

Barrel looping at Daytona. Admiral Byrd homeward bound. Paris celebration. Lenton Festival. Lincolnshire won by French horse.

AT THE
QUEEN'S

Final Showings To-Day
At 2.30, 5.10, 7.15 & 9.20

HIGHLIGHTS IN THE LIFE OF A "GIGOLO"

An exciting, colourful drama

with
ROD LA ROCQUE, JOBYNA RALSTON.

ROD LA ROCQUE
"Gigolo"

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WORLD Final Showings To-Day
At 5.15 & 9.20 Only

2.30 & 7.15, Chinese Picture, "Unrequited Love."

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JOHN GILBERT GRETA GARBO
A Woman of Affairs

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STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20

The judge said, "Fined fifteen days." But he found a million dollars behind the bars of this fun-packed prison!

See You in Jail

Jack Mulholland
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Showing for the
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